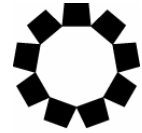


ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

AGENDA

LEGISLATION AND GOVERNMENTAL ORGANIZATION COMMITTEE

Thursday, September 21, 2017, 4:30 p.m. to 5:00 p.m.

Location:

Bay Area Metro Center
Board Room
375 Beale Street
San Francisco, California

Committee Members:

Scott Haggerty, Supervisor, County of Alameda—*Chair*
David Cortese, Supervisor, County of Santa Clara—*Ex officio*
Dave Hudson, Vice Mayor, City of San Ramon
Karen Mitchoff, Supervisor, County of Contra Costa
Julie Pierce, Councilmember, City of Clayton—*Ex officio*
David Rabbitt, Supervisor, County of Sonoma—*Ex officio*
Greg Scharff, Mayor, City of Palo Alto

The ABAG Legislation and Governmental Organization Committee may act on any item on this agenda.

Agenda and attachments available at <http://abag.ca.gov/meetings/legislation.html>

This meeting is scheduled to be webcast live at <http://abag.ca.gov/meetings/legislation.html>

For information, contact Fred Castro, Clerk of the Board, at (415) 820 7913.

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

2. PUBLIC COMMENT

INFORMATION

3. COMMITTEE ANNOUNCEMENTS

INFORMATION

4. APPROVAL OF ABAG LEGISLATION AND GOVERNMENTAL ORGANIZATION COMMITTEE SUMMARY MINUTES OF MEETING ON JULY 20, 2017

ACTION

Attachment: Summary Minutes of July 20, 2017

ABAG Legislation and Governmental Organization Committee

September 21, 2017

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5. REPORT ON LEGISLATIVE HISTORY

INFORMATION

Rebecca Long, Manager, Government Relations

Attachment: MTC/ABAG Legislative History Matrix

6. REPORT ON HOUSING LEGISLATION

INFORMATION

Georgia Gann Dohrman, Associate Manager, Government Relations

Attachments: Memo Housing Legislation Update; Bill Summaries and Analyses

7. ADJOURNMENT

The next regular meeting of the ABAG Legislation and Governmental Organization Committee is on November 16, 2017.

Submitted:

Randy Rentschler
Director, Legislation and Public Affairs

Date Submitted: September 6, 2017

Date Posted: September 14, 2017

SUMMARY MINUTES (DRAFT)

ABAG Legislation and Governmental Organization Committee Meeting
Thursday, July 20, 2017
Bay Area Metro Center
375 Beale Street, Board Room
San Francisco, California

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

ABAG Legislation and Governmental Organization Committee Chair Scott Haggerty, Supervisor, County of Alameda, called the meeting to order at about 3:32 p.m..

A quorum of the Committee was present at about 3:32 p.m.

Members Present

Chair, Supervisor Scott Haggerty, Supervisor, County of Alameda—Chair
Dave Hudson, Vice Mayor, City of San Ramon
Karen Mitchoff, Supervisor, County of Contra Costa
Julie Pierce, ABAG President and Councilmember, City of Clayton—*Ex officio*
Greg Scharff, Mayor, City of Palo Alto

Members Absent

David Cortese, Supervisor, County of Santa Clara—*Ex officio*
David Rabbitt, ABAG Vice President and Supervisor, County of Sonoma—*Ex officio*

Staff Present

Steve Heminger, MTC Executive Director
Alix Bockelman, MTC Deputy Executive Director, Policy
Brad Paul, MTC Deputy Executive Director, Local Government Services
Randy Rentschler, MTC Legislative and Public Affairs Director
Rebecca Long, MTC Government Relations Manager

2. PUBLIC COMMENT

There was no public comment.

3. COMMITTEE ANNOUNCEMENTS

There were no committee announcements.

4. OVERVIEW AND INTRODUCTIONS

Steve Heminger, Executive Director, noted that this was the first ABAG Legislation and Governmental Organization Committee meeting with one consolidated staff under the Metropolitan Transportation Commission. He introduced members of the staff who were present.

5. APPROVAL OF ABAG LEGISLATION AND GOVERNMENTAL ORGANIZATION COMMITTEE SUMMARY MINUTES OF MEETING ON MAY 18, 2017

Chair Haggerty recognized a motion by Greg Scharff, Mayor, City of Palo Alto, which was seconded by Karen Mitchoff, Supervisor, County of Contra Costa, to approve the ABAG Legislation and Governmental Organization Committee summary minutes of the meeting on May 18, 2017.

There was no discussion.

There was no public comment.

The aye votes were: Haggerty, Hudson, Mitchoff, Pierce, Scharff (5).

The nay votes were: None.

The abstentions were: None.

Absent were: Cortese, Rabbitt (2).

The motion passed unanimously.

6. OVERVIEW ON GOVERNOR BROWN'S 2017-2018 STATE BUDGET

Rebecca Long, Government Relations Manager, gave an update on the Fiscal Year 2017-2018 State Budget, including housing and economic development, transportation, and climate change and resiliency.

7. UPDATE ON KEY LEGISLATION

Rebecca Long, Government Relations Manager, gave an update on Cap and Trade and federal transportation and housing appropriations, and reported on legislation, listed below ABAG's previously approved position is shown for information.

SB 3 (Beall), Affordable Housing Bond Act—Support;

SB 2 (Atkins), Building Jobs and Homes Act—Watch;

AB 71 (Chiu), Income taxes: credits: low-income housing: farmworker housing—Oppose;

SB 35 (Wiener), Planning and zoning: affordable housing approval process—Watch;

AB 73 (Chiu), Planning and zoning: housing sustainability districts—Watch;

AB 18 (Garcia), California Clean Water, Climate, and Control Protection, and Outdoor Access for All Act 2018—Support;

AB 184 (Berman); Sea level rise planning: databases—Support;

AB 1433 (Wood), Climate Adaptation and Resilience Based on Nature Act—Watch;

AB 890 (Medina), Local land use initiatives: environmental review—Oppose.

Members discussed AB 358 (Grayson), Regional economic development areas—Watch; AB 71; and SB 35.

Members discussed how to resolve different positions on legislation taken by MTC and ABAG and policy disagreements between the two boards; the potential for a joint meeting of the ABAG Legislation and Governmental Organization Committee and the MTC Legislation Committee; consideration of taking no position on legislation if there is no agreement between MTC and ABAG or other potential approaches.

Chair Haggerty recognized a motion by Scharff, which was seconded by Mitchoff, to recommend an oppose position on SB 35.

Members discussed the timeliness of acting on SB 35, a bill that may be included in a set of housing bills later this session; staff analysis of SB 35; calling a committee meeting in August on housing bills; and committee process.

Scharff withdrew his motion; Mitchoff withdrew her second.

Members discussed providing staff direction on legislation; and AB 1250 (Jones-Sawyer), Counties: contracts for personal services.

Chair Haggerty moved to recommend an oppose position on AB 1250 (Jones-Sawyer), Counties: contracts for personal services, which was seconded by Scharff.

There was no public comment.

The aye votes were: Haggerty, Hudson, Mitchoff, Pierce, Scharff (5).

The nay votes were: None.

The abstentions were: None.

Absent were: Cortese, Rabbitt (2).

The motion passed unanimously.

Chair Haggerty recognized a motion by Dave Hudson, Vice Mayor, City of San Ramon, to recommend a support position on AB 1505 (Bloom), Land use zoning regulations, which was seconded by Scharff.

Members discussed AB 1505 (Bloom), Land use zoning regulations.

There was no public comment.

The aye votes were: Haggerty, Hudson, Mitchoff, Pierce, Scharff (5).

The nay votes were: None.

The abstentions were: None.

Absent were: Cortese, Rabbitt (2).

The motion passed unanimously.

Members discussed committee staffing and process; considering holding a meeting in August to review housing-related legislation, if needed.

The following individual gave public comment: Ken Bukowski.

8. ADJOURNMENT

Chair Haggerty adjourned the meeting of the Legislation and Governmental Organization Committee at about 4:40 p.m.

The next meeting of the Legislation and Governmental Organization Committee will be on September 21, 2017.

Submitted:

/s/ Fred Castro, Clerk of the Board

Date Submitted: August 24, 2017

Date Approved:

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



Bill Number	Current Text	Status	Summary	MTC Position	ABAG Position
AB 1 Frazier	Introduced 12/5/2016	1/19/2017-Referred to Coms. on TRANS. and NAT. RES.	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. 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.	Support	
AB 13 Eggman	Introduced 12/5/2016	4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	—580 Marine Highway. 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.		
AB 17 Holden	Amended 9/1/2017	9/7/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 9 pursuant to Assembly Rule 77.	Transit Pass Pilot Program: free or reduced-fare transit passes. Would, upon the appropriation of moneys from the Public Transportation Account by the Legislature, create the Transit Pass Pilot Program to be administered by the Department of Transportation to provide free or reduced-fare transit passes, directly or through a 3rd party, including a transit agency, to specified pupils and students by supporting new, or expanding existing, transit pass programs. The bill would require the department to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program, and would exempt the development of those guidelines from the Administrative Procedure Act.		

<p>AB 18 Garcia, Eduardo</p>	<p>Amended 8/30/2017</p>	<p>9/1/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (August 31). Re-referred to Com. on APPR.</p>	<p>California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018. Under current law, programs have been established pursuant to bond acts for, among other things, the development and enhancement of state and local parks and recreational facilities. This bill 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 \$3,470,000,000 pursuant to the State General Obligation Bond Law to finance a clean water, climate, coastal protection, and outdoor access for all program.</p>		<p>Support</p>
<p>AB 28 Frazier</p>	<p>Chaptered 3/29/2017</p>	<p>3/29/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 4, Statutes of 2017.</p>	<p>Department of Transportation: environmental review process: federal pilot program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision. The bill would repeal that provision on January 1, 2020. This bill would declare that it is to take effect immediately as an urgency statute.</p>	<p>Support</p>	
<p>AB 30 Caballero</p>	<p>Amended 4/3/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 5/4/2017)(May be acted upon Jan 2018)</p>	<p>Environmental quality: judicial review: strip mall conversion housing projects. CEQA requires that an action or proceeding to attack, review, set aside, void or annul a determination, finding, or decision of a public agency, as provided, on the grounds of noncompliance with its provisions be brought in accordance with specified law governing administrative mandamus. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA, but prohibits a court from enjoining certain projects unless the court makes specified findings. This bill would similarly prohibit a court from enjoining a qualified strip mall conversion housing projects, as defined, unless the court makes specified findings.</p>		

<p>AB 33 Quirk</p>	<p>Amended 6/22/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 6/14/2017)(May be acted upon Jan 2018)</p>	<p>Transportation electrification: electric vehicle service equipment: electrical corporations: rates. Would require the PUC, by March 30, 2018, in consultation with the State Air Resources Board and the Energy Commission, to consider authorizing electrical corporations to offer programs and investments that support customers who purchase a used electric vehicle. If authorized by the PUC, the bill would require that the programs and investments be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.</p>		
<p>AB 35 Quirk</p>	<p>Amended 3/23/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/23/2017)(May be acted upon Jan 2018)</p>	<p>Residential and nonresidential buildings: energy savings program. Current law requires the State Energy Resources Conservation and Development Commission to establish a regulatory proceeding to develop and implement a comprehensive program to achieve greater energy savings in California's existing residential and nonresidential building stock. Current law requires the commission to periodically update the program criteria and adopt any revision that, in its judgment, is necessary to improve or refine program requirements after receiving public input and, at least once every 3 years, to adopt an update to the program in furtherance of achieving a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030. This bill would require the commission to adopt an update to the program at least once every 5 years instead of every 3 years.</p>		
<p>AB 45 Thurmond</p>	<p>Amended 9/1/2017</p>	<p>9/5/2017-Read second time. Ordered to third reading.</p>	<p>California School Employee Housing Assistance Grant Program. Current law establishes the Department of Housing and Community Development (HCD) and requires it to administer various housing programs. This bill would require HCD to administer a program to provide financing assistance, as specified, to a qualified school district, as defined, and to a qualified developer, as defined, for the creation of affordable rental housing for school employees, as defined. The bill would require a qualified school district and a qualified developer to apply for this financing assistance. The bill would require the State Department of Education and HCD to certify that a school district seeking a grant meets the definition of qualified school district, as provided.</p>		

<p>AB 59 Thurmond</p>	<p>Introduced 12/7/2016</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 1/19/2017)(May be acted upon Jan 2018)</p>	<p>Local Housing Trust Fund Matching Grant Program. Under the Local Housing Trust Fund Matching Grant Program, the department is authorized to make matching grants available to cities, counties, cities and counties, and existing charitable nonprofit organizations that have created, funded, and operated housing trust funds. This bill would recast these provisions to instead authorize the department to make grants to eligible recipients, defined as cities that meet specified criteria and charitable nonprofit organizations organized under certain provisions of the Internal Revenue Code that apply jointly with a qualifying city, that have created or are operating or will operate housing trust funds.</p>		
<p>AB 63 Frazier</p>	<p>Amended 9/6/2017</p>	<p>9/11/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after September 13 pursuant to Assembly Rule 77.</p>	<p>Driver's licenses: instruction permits and provisional licenses. During the first 12 months after issuance of a provisional license, existing law prohibits the licensee from driving between the hours of 11 p.m. and 5 a.m. and transporting passengers who are under 20 years of age. Current law provides limited exceptions to these restrictions under which a licensee is authorized to drive under specified circumstances. This bill would, commencing January 1, 2020, expand the scope of the provisional licensing program by extending the applicable age range for the program to 16 to under 21 years of age. The bill would exempt active duty members of the California National Guard, the State Military Reserve, or the United States Armed Forces who are at least 18 years of age from the program.</p>		
<p>AB 65 Patterson</p>	<p>Introduced 12/13/2016</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)</p>	<p>Transportation bond debt service. 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.</p>		
<p>AB 66 Patterson</p>	<p>Introduced 12/13/2016</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)</p>	<p>High-Speed Rail Authority: reports. 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.</p>		

<p>AB 69 Allen, Travis</p>	<p>Introduced 12/16/2016</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/16/2016)(May be acted upon Jan 2018)</p>	<p>State highways: roadside rests. 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.</p>		
<p>AB 71 Chiu</p>	<p>Amended 5/18/2017</p>	<p>5/30/2017-Read second time. Ordered to third reading.</p>	<p>Income taxes: credits: low-income housing: farmworker housing. Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2018, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by an additional \$300,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount.</p>	<p>Support</p>	<p>Oppose</p>
<p>AB 72 Santiago</p>	<p>Amended 7/12/2017</p>	<p>7/18/2017-Read second time. Ordered to third reading.</p>	<p>Housing. Current law prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. This bill would require the department to also review any action or failure to act by the city, county, or city and county that it determines is inconsistent with an adopted housing element or a specified provision and to issue written findings, as specified, whether the action or failure to act substantially complies with the housing element.</p>		
<p>AB 73 Chiu</p>	<p>Amended 7/13/2017</p>	<p>7/18/2017-Read second time. Ordered to third reading.</p>	<p>Planning and zoning: housing sustainability districts. Would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Department of Housing and Community Development for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance.</p>		

AB 74 Chiu	Amended 9/1/2017	9/11/2017-Read third time. Passed. Ordered to the Assembly.	Housing. Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. This bill would require the department, on or before January 1, 2019, to establish the Housing for a Healthy California Program to create supportive housing opportunities through grants to counties for capital and operating assistance, as specified, or operating reserve grants and capital loans to developers, or both. The bill would require the department to award grants to counties on a competitive basis pursuant to rating and ranking criteria, as specified. The bill would require the county to use grant funds in a specified manner and to comply with federal Housing Trust Fund regulations.		
AB 87 Ting	Introduced 1/5/2017	4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)	Autonomous vehicles. 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.		
AB 91 Cervantes	Amended 6/20/2017	9/5/2017-Read second time. Ordered to third reading.	High-occupancy vehicle lanes. 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. 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.		
AB 97 Ting	Chaptered 6/27/2017	6/27/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 14, Statutes of 2017.	Budget Act of 2017. This bill would make appropriations for the support of state government for the 2017-18 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.		
AB 115 Committee on Budget	Chaptered 6/27/2017	6/27/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 20, Statutes of 2017.	Transportation. Current law requires that a patrol member of the Public Employees' Retirement System (PERS) who is subject to specified benefit formulas be retired in the calendar month succeeding that in which he or she attains 60 years of age. Current law, until January 1, 2018, exempts from this requirement a Commissioner of the California Highway Patrol, as specified, who was appointed on or after January 1, 2008. This bill would continue this exemption until April 1, 2019.		

<p>AB 118 Committee on Budget</p>	<p>Amended 6/26/2017</p>	<p>7/20/2017-Ordered to inactive file at the request of Senator Mitchell.</p>	<p>Transportation. Would require the Department of Transportation to develop and submit to the Legislature and specified legislative caucuses, by January 1, 2019, a detailed outreach plan intended to increase procurement opportunities for new and limited contracting small business enterprises, as defined, including, but not limited to, those owned by women, minority, disabled veterans, LGBT, and other disadvantaged groups, in all the department's transportation programs, to undertake specified outreach activities required to be included in the plan, and to update that plan and submit it to specified entities.</p>		
<p>AB 151 Burke</p>	<p>Amended 5/2/2017</p>	<p>8/24/2017-Ordered to inactive file at the request of Assembly Member Burke.</p>	<p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report. 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.</p>		
<p>AB 174 Bigelow</p>	<p>Enrolled 9/8/2017</p>	<p>9/7/2017-Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Tribal gaming: compact ratification. Would ratify the amendment to the tribal-state gaming compact entered into between the State of California and the United Auburn Indian Community, executed on August 18, 2017. The bill would provide that, in deference to tribal sovereignty, certain actions related to that compact are not projects for purposes of CEQA.</p>		
<p>AB 179 Cervantes</p>	<p>Enrolled 9/7/2017</p>	<p>9/5/2017-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 50. Noes 25.).</p>	<p>California Transportation Commission. Under current law, the California Transportation Commission consists of 13 members, 9 of whom are to be appointed by the Governor in consultation with the Senate. Current law requires the Governor, in appointing members, to use every effort to ensure geographic balance of representation. This bill would additionally require the Governor, in appointing members, to use every effort to ensure that the commission has a diverse membership with expertise in transportation issues, taking into consideration factors including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities.</p>		
<p>AB 184 Berman</p>	<p>Enrolled 9/7/2017</p>	<p>9/5/2017-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 65. Noes 11.).</p>	<p>Sea level rise planning: database. Current law requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Current law repeals these provisions on January 1, 2018. This bill would postpone that repeal until January 1, 2023.</p>		<p>Support</p>

<p>AB 193 Cervantes</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Air Quality Improvement Program: Clean Reused Vehicle Rebate Project. Would require the State Air Resources Board to establish the Clean Reused Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to provide rebates for the acquisition of an eligible used vehicle, as defined; the replacement or refurbishment of an electric vehicle battery and related components for an eligible used vehicle or a vehicle service contract, as defined, for the battery or related components; or a vehicle service contract to cover unexpected vehicle repairs not covered by the manufacturer's warranty related to unique problems in eligible used vehicles, as specified.</p>		
<p>AB 199 Chu</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Public works: private residential projects. Current law exempts private residential projects built on private property from certain requirements for projects that are defined as "public works," including, among other requirements, the payment of prevailing wages, unless the project is built pursuant to an agreement with a state agency, redevelopment agency, or local public housing authority. This bill would make the above-referenced exemption for private residential projects additionally inapplicable to a project built pursuant to an agreement with a successor agency to a redevelopment agency, as specified.</p>		
<p>AB 202 Steinorth</p>	<p>Amended 4/6/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/23/2017)(May be acted upon Jan 2018)</p>	<p>Planning and zoning: permits. Would, among other things, require all grading, foundation, building, and use permits required by a city, county, or city and county with a population greater than 15,000 for a development project that creates, or results in an increase of, not more than 50 residential dwelling units or guest rooms to be ministerially approved, conditionally approved, or denied by a director of the lead planning agency, or a designee, in accordance with this bill. The bill would require the director or designee to make certain findings before approving these permits.</p>		
<p>AB 239 Ridley-Thomas</p>	<p>Introduced 1/30/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/6/2017)(May be acted upon Jan 2018)</p>	<p>California Environmental Quality Act: urbanized areas. 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.</p>		

<p>AB 241 Dababneh</p>	<p>Introduced 1/30/2017</p>	<p>5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/26/2017)(May be acted upon Jan 2018)</p>	<p>Personal information: privacy: state and local agency breach. Current law requires a person or business, if it was the source of a data security breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number.</p>		
<p>AB 256 Steinorth</p>	<p>Introduced 1/31/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 1/31/2017)(May be acted upon Jan 2018)</p>	<p>Land use: housing. Current law declares the importance of, and general responsibility for, making housing available and affordable for all Californians.This bill would make nonsubstantive changes to this provision.</p>		
<p>AB 262 Bonta</p>	<p>Amended 7/19/2017</p>	<p>9/11/2017-Read third time. Passed. Ordered to the Assembly.</p>	<p>Public contracts: bid specifications: Buy Clean California Act. The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill, the Buy Clean California Act, would, by January 1, 2019, require the Department of General Services to establish, and publish in the State Contracting Manual, a maximum acceptable global warming potential for each category of eligible materials, in accordance with requirements set out in the bill.</p>		
<p>AB 278 Steinorth</p>	<p>Introduced 2/2/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>California Environmental Quality Act: exemption: existing transportation infrastructure. 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.</p>		
<p>AB 302 Gipson</p>	<p>Amended 4/17/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/20/2017)(May be acted upon Jan 2018)</p>	<p>South Coast Air Quality Management District: fleets. Would authorize the governing board of the South Coast Air Quality Management District to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 1 or more vehicles to purchase zero-emission and near-zero-emission vehicles, as defined, and that require those zero-emission and near-zero-emission vehicles to be operated, to the maximum extent feasible, in the south coast district. This bill contains other related provisions.</p>		

<p>AB 330 Cooley</p>	<p>Amended 4/19/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/3/2017)(May be acted upon Jan 2018)</p>	<p>Highway safety. Current law prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. This bill would, until January 1, 2022, authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction.</p>		
<p>AB 333 Quirk</p>	<p>Enrolled 9/7/2017</p>	<p>9/6/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Ordered to Engrossing and Enrolling.</p>	<p>State Highway Route 185: relinquishment: County of Alameda. Current law authorizes the California Transportation Commission to relinquish all or a portion of Route 185 in the City of Hayward to the city, as specified. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the unincorporated area of the County of Alameda to that county, as specified.</p>		
<p>AB 342 Chiu</p>	<p>Amended 4/6/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/18/2017)(May be acted upon Jan 2018)</p>	<p>Vehicles: automated speed enforcement: five-year pilot program. 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.</p>	<p>Support</p>	
<p>AB 344 Melendez</p>	<p>Amended 7/3/2017</p>	<p>7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 5/10/2017)(May be acted upon Jan 2018)</p>	<p>Toll evasion violations. Would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion 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. The bill would authorize an administrative review to include reviews of multiple notices of toll evasion violation or notices of delinquent toll evasion of a person.</p>	<p>Oppose Unless Amended</p>	
<p>AB 351 Melendez</p>	<p>Introduced 2/8/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2017)(May be acted upon Jan 2018)</p>	<p>Transportation funding. 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.</p>		

<p>AB 352 Santiago</p>	<p>Enrolled 9/7/2017</p>	<p>9/5/2017-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0.).</p>	<p>State Housing Law: efficiency units. Current law, the State Housing Law, authorizes a city, county, or city and county to permit the construction and occupancy of efficiency units that have a minimum area of 150 square feet if they meet certain specified criteria. This bill would prohibit a city, county, or city and county from limiting the number of efficiency units in certain locations near public transit or university campuses, as specified.</p>		
<p>AB 358 Grayson</p>	<p>Amended 3/30/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was J., E.D. & E. on 3/30/2017)(May be acted upon Jan 2018)</p>	<p>Regional economic development areas. Would create the Regional Economic Development Area Act, which would authorize a city, county, or city and county to designate an area within the city, county, or city and county that includes an active or inactive military base and up to ____ square miles surrounding the military base as a regional economic development area, and submit that area to the Governor's Office of Business and Economic Development for certification. The bill would provide that a regional economic development area certified pursuant to these provisions would receive priority for any grant of funds from a state agency for projects within that regional economic development area.</p>		
<p>AB 378 Garcia, Cristina</p>	<p>Amended 5/30/2017</p>	<p>9/11/2017-Reconsideration granted. Ordered to inactive file at the request of Assembly Member Cristina Garcia.</p>	<p>Greenhouse gases, criteria air pollutants, and toxic air contaminants. The California Global Warming Solutions Act requires the State Air Resources Board, when adopting rules and regulations to achieve greenhouse gas emissions reductions beyond the statewide greenhouse gas emissions limit and to protect the state's most impacted and disadvantaged communities, to follow specified requirements, consider the social costs of the emissions of greenhouse gases, and prioritize specified emission reduction rules and regulations. This bill would require the state board to consider and account for the social costs of the emissions of greenhouse gases when adopting those rules and regulations.</p>		
<p>AB 388 Mullin</p>	<p>Amended 6/22/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018)</p>	<p>Greenhouse Gas Reduction Fund: wetland restoration projects. This bill would authorize the use of the moneys in the Greenhouse Gas Reduction Fund for wetland restoration projects that may make use of dredged material if the investment furthers the regulatory purposes of the act and is consistent with law.</p>		

<p>AB 398 Garcia, Eduardo</p>	<p>Chaptered 7/25/2017</p>	<p>7/25/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 135, Statutes of 2017.</p>	<p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: fire prevention fees: sales and use tax manufacturing exemption. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. The act authorizes the state board to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit greenhouse gases, applicable from January 1, 2012, to December 31, 2020, inclusive, as specified. This bill would require the state board, no later than January 1, 2018, to update the scoping plan, as specified.</p>		
<p>AB 399 Grayson</p>	<p>Amended 3/23/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2017)(May be acted upon Jan 2018)</p>	<p>Autonomous vehicles: Contra Costa Transportation Authority: pilot project. Current law, until 180 days after the operative date of regulations promulgated by the Department of Motor Vehicles to allow testing of autonomous vehicles without a driver, authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. This bill would extend the authorization for the pilot project to 12 months after the operative date of regulations promulgated by the department.</p>		
<p>AB 419 Salas</p>	<p>Amended 8/21/2017</p>	<p>8/21/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Greenhouse gases: life cycle emissions profiles. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. This bill would appropriate \$500,000 from the fund to the state board for the purpose of funding a study by one or more campuses of the University of California to study and assess life cycle emissions profiles.</p>		

<p>AB 467 Mullin</p>	<p>Enrollment 9/11/2017</p>	<p>9/11/2017-Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Local transportation authorities: transactions and use taxes. Current law provides for a local transportation authority to adopt a transportation expenditure plan for the proceeds of the retail transactions and use tax, and requires the entire adopted transportation expenditure plan to be included in the voter information guide sent to voters. This bill, upon the request of an authority, would exempt a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan on the Internet Web site, as prescribed, and for obtaining a printed copy of the plan by calling the county elections office.</p>		
<p>AB 468 Santiago</p>	<p>Chaptered 9/1/2017</p>	<p>9/1/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 192, Statutes of 2017.</p>	<p>Transit districts: prohibition orders. Current law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority and would extend the application of these provisions to the San Francisco Bay Area Rapid Transit District indefinitely.</p>		
<p>AB 476 Gipson</p>	<p>Amended 4/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/17/2017)(May be acted upon Jan 2018)</p>	<p>Vehicular air pollution: heavy-duty vehicles. Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Current law defines a heavy-duty vehicle as having a manufacturer's maximum gross vehicle weight rating of 6,001 or more pounds, a light-duty vehicle as having a manufacturer's gross vehicle weight rating of under 6,001 pounds, and a medium duty vehicle as a heavy-duty vehicle having a manufacturer's gross vehicle weight rating under a limit established by the state board. This bill instead would define a heavy-duty vehicle as having a manufacturer's maximum gross vehicle weight rating of 26,001 or more pounds.</p>		

<p>AB 489 Chen</p>	<p>Introduced 2/13/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>Land use: general plans. The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that bears relation to its planning. That law further requires the planning agency overseeing a general plan to render a report as to conformity with the adopted general plan before, among other things, the acquisition or disposition of real property or the construction or authorization of a public building or structure impacting the general plan. This bill would make nonsubstantive changes to these provisions.</p>		
<p>AB 494 Bloom</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Land use: accessory dwelling units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of accessory dwelling units in single-family and multifamily residential zones, as specified. That law requires the ordinance to require the accessory dwelling unit to comply with certain conditions, including, but not limited to, that the accessory dwelling unit is not intended for sale separate from the primary residence and may be rented. This bill would revise that condition to provide that the accessory dwelling unit may be rented separately from the primary residence.</p>		
<p>AB 495 Voepel</p>	<p>Amended 3/21/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 3/20/2017)(May be acted upon Jan 2018)</p>	<p>Vehicles: use of personal identifying information: theft. Current law makes it a crime to willfully obtain the personal identifying information of another, as defined, and use it for an unlawful purpose. Current law makes it a crime to obtain goods by using an access card of another, as defined, without consent and with the intent to defraud. This bill would make it a felony for a person, without consent, to rent a vehicle using the personal identifying information of another or an access card or access card account information of another.</p>		
<p>AB 496 Fong</p>	<p>Amended 2/28/2017</p>	<p>3/1/2017-Re-referred to Com. on TRANS.</p>	<p>Transportation funding. Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.</p>		

<p>AB 499 Harper</p>	<p>Introduced 2/13/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/13/2017)(May be acted upon Jan 2018)</p>	<p>California Environmental Quality Act: infill development. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.</p>		
<p>AB 503 Lackey</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Vehicles: parking violations: registration or driver's license renewal. Current law, with specified exceptions, requires an agency that processes notices of parking violations and notices of delinquent parking violations to proceed under only one of 3 specified options in order to collect an unpaid parking penalty, including filing an itemization of unpaid parking penalties and service fees with the Department of Motor Vehicles for collection with the registration of the vehicle. This bill would instead authorize a processing agency to proceed under one of those 3 specified options.</p>		
<p>AB 515 Frazier</p>	<p>Enrolled 9/7/2017</p>	<p>9/5/2017-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 75. Noes 1.).</p>	<p>State Highway System Management Plan. Would require the Department of Transportation to prepare a draft State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make the draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and respond to the comments in the final plan to the commission by February 15 of each odd-numbered year.</p>		
<p>AB 523 Reyes</p>	<p>Amended 9/6/2017</p>	<p>9/11/2017-Read third time. Passed. Ordered to the Assembly.</p>	<p>Electric Program Investment Charge: allocation. Would require the Energy Commission, until July 1, 2023, to allocate at least 25% of the moneys in the Electric Program Investment Charge Fund for technology demonstration and deployment at sites located in, and benefiting, disadvantaged communities, as defined. The bill would require the Energy Commission to allocate at least an additional 10% of the moneys in the fund for technology demonstration and deployment at sites located in, and benefiting, low-income communities, as defined.</p>		

<p>AB 544 Bloom</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Vehicles: high-occupancy vehicle lanes. Current federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Current federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes. This bill would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.</p>		
<p>AB 548 Steinorth</p>	<p>Amended 4/4/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2017)(May be acted upon Jan 2018)</p>	<p>Omnitrans Transit District. Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district.</p>		
<p>AB 555 Cunningham</p>	<p>Amended 3/21/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/20/2017)(May be acted upon Jan 2018)</p>	<p>Greenhouse Gas Reduction Fund: schoolbuses. Current law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would continuously appropriate 4% of the annual proceeds of the fund for each of 3 specified fiscal years to the state board to implement a grant program to replace older, high-polluting schoolbuses with zero-emission or near-zero-emission schoolbuses, as specified.</p>		
<p>AB 571 Garcia, Eduardo</p>	<p>Amended 7/13/2017</p>	<p>7/18/2017-Read second time. Ordered to third reading.</p>	<p>Farmworker housing: income taxes: insurance tax: credits: low-income housing: migrant farm labor centers. Would, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate the farmworker housing credit even if the taxpayer receives federal credits for buildings located in designated difficult development areas or qualified census tracts. The bill would also redefine farmworker housing to mean housing in which at least 50% of the units are available to, and occupied by, farmworkers and their households. The bill would make the aforementioned provisions operative on January 1, 2018.</p>		

<p>AB 577 Caballero</p>	<p>Amended 3/9/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.S. & T.M. on 2/27/2017)(May be acted upon Jan 2018)</p>	<p>Disadvantaged communities. Current law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan. This bill would expand the definition of a disadvantaged community to include a community with an annual per capita income that is less than 80% of the statewide annual per capita income.</p>		
<p>AB 617 Garcia, Cristina</p>	<p>Chaptered 7/26/2017</p>	<p>7/26/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 136, Statutes of 2017.</p>	<p>Nonvehicular air pollution: criteria air pollutants and toxic air contaminants. Would require the State Air Resources Board to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for use by certain categories of stationary sources. The bill would require those stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants, as specified.</p>		
<p>AB 623 Rodriguez</p>	<p>Amended 7/5/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/5/2017)(May be acted upon Jan 2018)</p>	<p>Autonomous vehicles: accident reporting. Would require the operator of an autonomous vehicle who is involved in an accident that results in damage to the property of any one person in excess of \$1,000, or in bodily injury, or in the death of a person, to make that report. The bill would require a traffic collision report prepared by a member of the Department of the California Highway Patrol or any other peace officer to specify if an autonomous vehicle was involved in the traffic collision in any manner. Because a violation of the bill's reporting requirement would be an infraction, the bill would impose a state-mandated local program.</p>		
<p>AB 633 Harper</p>	<p>Amended 3/30/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)</p>	<p>City of Laguna Woods: golf cart crossing zones. Current law authorizes a local authority to establish, by ordinance or resolution, crossing zones for use by golf carts, as defined, at any time other than darkness, on any street, other than a state highway, that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course. Current law specifies that the ordinance or resolution is not effective until the law enforcement agency with primary jurisdiction over the street determines, as specified, that the conditions of the street will permit the establishment of a golf cart crossing zone with reasonable safety. This bill would authorize the City of Laguna Woods to establish crossing zones for use by golf carts, pursuant to all of the above-described requirements except for the requirement that the crossing zone must be immediately adjacent to a golf course, at 2 specified intersections.</p>		

<p>AB 636 Irwin</p>	<p>Amended 6/27/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 5/10/2017)(May be acted upon Jan 2018)</p>	<p>Local streets and roads: expenditure reports. Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.</p>		
<p>AB 673 Chu</p>	<p>Chaptered 7/25/2017</p>	<p>7/24/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 126, Statutes of 2017.</p>	<p>Public transit operators: bus procurement: safety considerations. Would require a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, reducing the risk of assault on bus operators. By creating new duties for public transit operators, this bill would impose a state-mandated local program.</p>		
<p>AB 678 Bocanegra</p>	<p>Amended 7/13/2017</p>	<p>7/18/2017-Read second time. Ordered to third reading.</p>	<p>Housing Accountability Act. The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record. This bill would require the findings of the local agency to instead be based on a preponderance of the evidence in the record.</p>		
<p>AB 686 Santiago</p>	<p>Amended 7/17/2017</p>	<p>7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 7/14/2017)(May be acted upon Jan 2018)</p>	<p>Housing discrimination: affirmatively further fair housing. Would require a public agency to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is inconsistent with this obligation. The bill would make it unlawful under the California Fair Employment and Housing Act for a public agency to fail to meet its obligation to affirmatively further fair housing, and would provide that failure would constitute housing discrimination under the act.</p>		<p>Oppose</p>

<p>AB 694 Ting</p>	<p>Introduced 2/15/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>Bicycles. Current law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions. This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized.</p>		
<p>AB 697 Fong</p>	<p>Amended 6/12/2017</p>	<p>7/11/2017-Read second time. Ordered to third reading.</p>	<p>Tolls: exemption for privately owned emergency ambulances. Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol.</p>		
<p>AB 730 Quirk</p>	<p>Chaptered 7/10/2017</p>	<p>7/10/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 46, Statutes of 2017.</p>	<p>Transit districts: prohibition orders. Current law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would permanently apply these provisions to the San Francisco Bay Area Rapid Transit District.</p>		

<p>AB 733 Berman</p>	<p>Enrolled 9/8/2017</p>	<p>9/7/2017-Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Enhanced infrastructure financing districts: projects: climate change. Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, specified impacts described in the bill, and would make conforming changes to the Legislature's findings and declarations.</p>		
<p>AB 734 Bonta</p>	<p>Amended 3/23/2017</p>	<p>7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was GOV. & F. on 5/24/2017)(May be acted upon Jan 2018)</p>	<p>Infrastructure financing districts: City of Oakland: freight rail. Current law authorizes an infrastructure financing district to finance only public capital facilities of communitywide significance which provide significant benefits to an area larger than the area of the district, including, among others, highways, interchanges, ramps and bridges, arterial streets, parking facilities, transit facilities, facilities for the collection and treatment of water for urban uses, child care facilities, libraries, and facilities for the transfer and disposal of solid waste. This bill would additionally authorize an infrastructure financing district within the City of Oakland to finance public capital facilities or projects that include freight rail.</p>		
<p>AB 756 Ting</p>	<p>Amended 3/22/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>Prima facie speed limits: Golden Gate Park. Current law establishes prima facie speed limits, including 15 miles per hour and 25 miles per hour, for various circumstances relating to traversing a railway grade crossing, approaching or passing a school building, and passing a senior center, among others. A violation of the Vehicle Code is a crime. This bill would establish a prima facie speed limit of 15 miles per hour when driving on a street or road, with specified exclusions, within Golden Gate Park in the City of San Francisco, as prescribed. Because the bill would create a new crime, it would impose a state-mandated local program.</p>		
<p>AB 758 Eggman</p>	<p>Amended 9/8/2017</p>	<p>9/8/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.</p>	<p>Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority. Would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, that meets the goals and objectives of the community, as specified. The bill would require the authority's governing board to be composed of 15 representatives.</p>		

<p>AB 805 Gonzalez Fletcher</p>	<p>Amended 8/21/2017</p>	<p>9/11/2017-Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>County of San Diego: transportation agencies. Current law provides for the consolidated agency, commonly known as SANDAG, to be governed by a board of directors of 21 city and county members selected by the governing body of each member agency. Current law provides that the officers of the board are the chairperson and the vice chairperson. This bill would require the mayor and the president of the city council of the City of San Diego to serve on the board. The bill would delete the requirement for the chair of the County of San Diego Board of Supervisors to serve on the board.</p>		
<p>AB 829 Chiu</p>	<p>Amended 3/23/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 6/1/2017)(May be acted upon Jan 2018)</p>	<p>Planning and zoning: annual report. The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, that the planning agency provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information. This bill would require that this report additionally include the relationship between jobs and housing, including any imbalance between jobs and housing.</p>		
<p>AB 852 Caballero</p>	<p>Amended 9/7/2017</p>	<p>9/7/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p>	<p>Hazardous waste: waste facilities: nonbiodegradable toxic chemicals. The hazardous waste control laws prohibit the use of a nonbiodegradable toxic chemical in a chemical toilet, recreational vehicle, or waste facility of a vessel and prohibit the sale of a nonbiodegradable toxic chemical in a container that indicates that the chemical could be used in a chemical toilet, a waste facility of a recreational vehicle, or a waste facility of a vessel. Current law requires the Department of Toxic Substances Control to develop and adopt regulations to define nonbiodegradable toxic chemicals and limitations on the sale of those chemicals. A violation of the hazardous waste control laws is a crime. This bill would instead prohibit those uses for a nonbiodegradable chemical or a toxic chemical, and would prohibit the sale of those chemicals, under those same circumstances.</p>		
<p>AB 863 Cervantes</p>	<p>Amended 6/22/2017</p>	<p>8/28/2017-Ordered to the Senate. In Senate. Held at Desk.</p>	<p>Affordable Housing and Sustainable Communities Program. Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. Current law provides for that program to fund projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would provide that a project receiving funding pursuant to the program shall be encouraged, among other things, to employ local entrepreneurs and workers utilizing appropriate workforce training programs. The bill would make related revisions to the policy objectives for the program.</p>		

<p>AB 879 Grayson</p>	<p>Amended 7/13/2017</p>	<p>7/17/2017-Read second time. Ordered to third reading.</p>	<p>Planning and zoning: housing element. The Planning and Zoning Law requires, after the legislative body of the city or county has adopted all or part of a general plan, the planning agency to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means to implement the general plan or element and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information pertaining to the implementation of the general plan. Current law excludes a charter city from these requirements. This bill would require that this report additionally include the number of housing development applications received in the prior year, units included in all development applications in the prior year, units approved and disapproved in the prior year, and a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites.</p>		
<p>AB 890 Medina</p>	<p>Amended 9/1/2017</p>	<p>9/12/2017-Action From L. GOV.: Recommended concurrence in Senate amendments.</p>	<p>Land use: planning and zoning: initiatives. Would require that the city council of a city or the board of supervisors of a county have exclusive authority to adopt or amend a general plan, specific plan, or zoning ordinance, that would convert any discretionary land use approval necessary for a project to ministerial approval; change the land use or zoning designation of a parcel or parcels to a more intensive designation; or authorize more intensive land uses within an existing land use designation or zoning designation.</p>		<p>Oppose</p>
<p>AB 891 Garcia, Eduardo</p>	<p>Amended 9/1/2017</p>	<p>9/5/2017-Withdrawn from committee. Re-referred to Com. on RLS.</p>	<p>Tribal gaming: compact ratification. Would ratify the tribal-state gaming compact entered into between the State of California and the Morongo Band of Mission Indians, executed on September 6, 2017. The bill would provide that, in deference to tribal sovereignty, certain actions related to that compact are not projects for purposes of CEQA. This bill would declare that it is to take effect immediately as an urgency statute.</p>		
<p>AB 915 Ting</p>	<p>Amended 8/21/2017</p>	<p>9/1/2017-In committee: Held under submission.</p>	<p>Planning and zoning: density bonus: affordable housing ordinances: City and County of San Francisco. Would authorize the City and County of San Francisco, if it has adopted an ordinance requiring an affordable housing minimum percentage for housing developments, to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, after there has been an affirmative declaration made by the Department of Housing and Community Development that the affordable housing minimum percentage required is broadly feasible for density bonus projects, as provided.</p>		

<p>AB 932 Ting</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Shelter crisis: homeless shelters. Current law authorizes a governing body of a political subdivision, as defined, to declare a shelter crisis if the governing body makes a specified finding. This bill, until January 1, 2021, upon a declaration of a shelter crisis by the City of Berkeley, Emeryville, Los Angeles, Oakland, or San Diego, the County of Santa Clara, or the City and County of San Francisco, would authorize emergency housing to include homeless shelters in the City of Berkeley, Emeryville, Los Angeles, Oakland, or San Diego, the County of Santa Clara, or the City and County of San Francisco, respectively. The bill, in lieu of compliance with local building approval procedures or state housing, health, habitability, planning and zoning, or safety standards, procedures, and laws, would authorize those jurisdictions to adopt by ordinance reasonable local standards for homeless shelters, as specified.</p>		
<p>AB 943 Santiago</p>	<p>Amended 7/19/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018)</p>	<p>Land use regulations: local initiatives: voter approval. The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Current law also establishes procedures by which city or county ordinances may be enacted or amended by initiative. This bill, in the case of an ordinance or an amendment of an ordinance that would reduce density or stop development or construction of any parcels located less than one mile from a major transit stop, as defined, within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, would require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective.</p>		
<p>AB 964 Calderon</p>	<p>Amended 6/21/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/11/2017)(May be acted upon Jan 2018)</p>	<p>Economic development: Capital Access Loan Program: California Affordable Clean Vehicle Program. Would, until January 1, 2027, create the California Affordable Clean Vehicle Program to assist low-income individuals in the purchase or lease of zero emission or plug-in vehicles for personal or commercial use, and other eligible projects. The bill would require the California Pollution Control Financing Authority to administer the program in consultation with the State Air Resources Board and consistent with the requirements of the Capital Access Loan Program and other related programs related to financing of clean energy vehicles.</p>		
<p>AB 970 Frazier</p>	<p>Amended 3/28/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/27/2017)(May be acted upon Jan 2018)</p>	<p>Vehicles: distracted driving. Would require a mobile telephone carrier, as defined, to provide customers with the ability to disable, at the network level, the distracting capabilities of their mobile telephones when notified that the customer is driving a motor vehicle.</p>		

<p>AB 975 Friedman</p>	<p>Amended 5/4/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was INACTIVE FILE on 6/5/2017)(May be acted upon Jan 2018)</p>	<p>Natural resources: wild and scenic rivers. Current law establishes that it is the policy of the state that certain rivers that possess extraordinary scenic, recreational, fishery, or wildlife values shall be preserved in their free-flowing state, together with their immediate environments, for the benefit and enjoyment of the people of the state. This bill would revise that policy to specify that certain rivers that possess scenic, recreational, fishery, wildlife, historical, cultural, geological, or other similar values shall be preserved in their free-flowing state, together with their immediate environments, for the benefit and enjoyment of the people of the state, and would revise the definition of "immediate environments," and define the term "extraordinary value" for purposes of that policy.</p>		
<p>AB 980 Wood</p>	<p>Introduced 2/16/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/20/2017)(May be acted upon Jan 2018)</p>	<p>Department of Transportation: broadband: fiber optic cables: priority areas. Current law requires the Department of Transportation to notify companies and organizations working on broadband deployment on its Internet Web site of specified department-led highway construction projects and authorizes those companies and organizations to collaborate with the department to install broadband conduits as part of those projects. This bill would require the department, as part of those projects that are located in priority areas, as defined, to install broadband conduits capable of supporting fiber optic communication cables.</p>		
<p>AB 1015 Mathis</p>	<p>Introduced 2/16/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)</p>	<p>State highways. Current law establishes the Department of Transportation and the California Transportation Commission, 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.</p>		
<p>AB 1060 Burke</p>	<p>Amended 4/24/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 4/20/2017)(May be acted upon Jan 2018)</p>	<p>Enhanced infrastructure financing districts. Would authorize the City of Inglewood to create an enhanced infrastructure financing district to finance infrastructure and transit-oriented development within one mile of the Inglewood Station area. The bill would require the City of Inglewood, in consultation with the Los Angeles Metropolitan Transportation Authority, to develop an infrastructure financing plan pursuant to these provisions. The bill would provide that for these purposes, the Los Angeles Metropolitan Transportation Authority is an affected taxing entity as that term is defined.</p>		

<p>AB 1063 Fong</p>	<p>Introduced 2/16/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017)(May be acted upon Jan 2018)</p>	<p>Transportation funds. Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.</p>		
<p>AB 1069 Low</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Local government: taxicab transportation services. Current law, referred to as the pull-notice system, requires the prospective employer of a driver who drives a specified vehicle to obtain a report showing the driver's current public record as recorded by the Department of Motor Vehicles, as specified. A violation of this provision of the Vehicle Code is a crime. This bill, commencing January 1, 2019, would limit the applicability of that ordinance or resolution adoption requirement and related provisions to a city or county, including a charter city or charter county, in which a taxicab company is substantially located, and the City and County of San Francisco, regardless of whether a taxicab company is substantially located in the city and county.</p>		
<p>AB 1073 Garcia, Eduardo</p>	<p>Amended 6/22/2017</p>	<p>9/11/2017-Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. This bill would require the state board, when funding a specified class of projects, to allocate, until December 31, 2020, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology.</p>		
<p>AB 1081 Burke</p>	<p>Amended 4/24/2017</p>	<p>5/26/2017-In committee: Held under submission.</p>	<p>Sales and use taxes: exclusion: low-emission motor vehicle: trade-in. Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law defines the terms "gross receipts" and "sales price." This bill, before January 1, 2023, would exclude from the terms "gross receipts" and "sales price" the value of a motor vehicle traded in for a qualified motor vehicle, as defined, if the value of the trade-in motor vehicle is separately stated on the invoice or bill of sale or similar document provided to the purchaser.</p>		

<p>AB 1086 Daly</p>	<p>Chaptered 9/1/2017</p>	<p>9/1/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 206, Statutes of 2017.</p>	<p>Housing: regional housing needs. The Planning and Zoning Law requires the housing element, in turn, to include, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs. That law further requires the Department of Housing and Community Development, for the 4th and subsequent revisions of the housing element, to determine the existing and projected need for housing for each region, based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. Current law includes a declaration of legislative intent regarding the allocation of regional housing need. This bill would make additional findings regarding the relationship between the shortage of housing and the state's environmental policies.</p>		
<p>AB 1088 Eggman</p>	<p>Amended 8/21/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/28/2017)(May be acted upon Jan 2018)</p>	<p>Multifamily residential housing: energy programs. Would require the Energy Commission, by January 1, 2020, and in consultation with relevant state agencies and the public, to establish nonbinding statewide targets that are cost effective and feasible for reducing energy consumption and emissions of greenhouse gases from multifamily residential properties by January 1, 2030, taking into consideration the state's requirements for reducing emissions of greenhouse gases and the climate equity, doubling of energy efficiency, and increased use of renewable energy resources requirements set forth in the Clean Energy and Pollution Reduction Act of 2015.</p>		<p>Support</p>
<p>AB 1094 Choi</p>	<p>Enrolled 9/7/2017</p>	<p>9/6/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Ordered to Engrossing and Enrolling.</p>	<p>Vehicles: automated traffic enforcement systems. Current law defines an "official traffic control signal" as any device, whether manually, electrically, or mechanically operated, by which traffic is alternately directed to stop and proceed and which is erected by authority of a public body or official having jurisdiction. This bill would also require a stop to be made at an official traffic control signal erected and maintained at a freeway or highway on ramp. The bill would also make technical, nonsubstantive changes to that provision.</p>		
<p>AB 1113 Bloom</p>	<p>Chaptered 7/21/2017</p>	<p>7/21/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 86, Statutes of 2017.</p>	<p>State Transit Assistance Program. Current law requires funds in the Public Transportation Account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues.</p>	<p>Support</p>	

AB 1117 Fong	Introduced 2/17/2017	4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/6/2017)(May be acted upon Jan 2018)	California Environmental Quality Act. Would prohibit a lead agency from being required to evaluate the aesthetic effects of a project subject to CEQA and would prohibit aesthetic effects from being considered significant effects on the environment, except in certain circumstances. This bill contains other related provisions and other existing laws.		
AB 1121 Chiu	Amended 3/28/2017	7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 6/1/2017)(May be acted upon Jan 2018)	San Francisco Bay Area Water Emergency Transportation Authority. Current law establishes the San Francisco Bay Area Water Emergency Transportation Authority, composed of 3 members appointed by the Governor, one member appointed by the Senate Committee on Rules, and one member appointed by the Speaker of the Assembly. Current law prescribes the functions and duties of the authority with regard to the regulation of public transportation ferries and related water transportation. This bill would increase the membership of the authority to 9 members, with 5 members to be appointed by the Governor, 2 members appointed by the Senate Committee on Rules, and 2 members appointed by the Speaker of the Assembly.		
AB 1141 Berman	Amended 4/17/2017	4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 4/18/2017)(May be acted upon Jan 2018)	Autonomous vehicles: freight vehicles. 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, a violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would require the department, on or before September 30, 2018, to adopt regulations setting forth standards for the testing of autonomous vehicles used to transport freight and, in the development of those regulations, to consult with the Department of Transportation and the Department of the California Highway Patrol on related topics, including appropriate routes for autonomous vehicles used to transport freight and compliance with state and federal requirements for commercial drivers.		
AB 1156 Ting	Amended 6/14/2017	7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was T. & H. on 6/21/2017)(May be acted upon Jan 2018)	Planning and zoning: housing element. The Planning and Zoning Law requires the housing element to include an analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition. This bill would require the analysis to include documentation on the percentage of residents who pay more than 30% and more than 50% of their income towards the cost of housing. By increasing the duties of local officials, this bill would impose a state-mandated local program.		

<p>AB 1160 Bonta</p>	<p>Amended 4/17/2017</p>	<p>7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/8/2017)(May be acted upon Jan 2018)</p>	<p>Autonomous vehicles. Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.</p>		
<p>AB 1218 Obernolte</p>	<p>Chaptered 7/31/2017</p>	<p>7/31/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 149, Statutes of 2017.</p>	<p>California Environmental Quality Act: exemption: bicycle transportation plans. CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.</p>		
<p>AB 1233 Cunningham</p>	<p>Introduced 2/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2017)(May be acted upon Jan 2018)</p>	<p>Transportation Inspector General. Current law creates various state agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p>		
<p>AB 1239 Holden</p>	<p>Amended 9/1/2017</p>	<p>9/11/2017-Senate amendments concurred in. To Engrossing and Enrolling.</p>	<p>Building standards: electric vehicle charging infrastructure. Would express legislative findings and declarations relating to the adoption of building standards to increase electric vehicle charging infrastructure. The bill would require the Department of Housing and Community Development and the California Building Standards Commission to research, develop, and propose for adoption building standards regarding electric vehicle capable parking spaces for existing parking structures and lots, as specified, located adjacent to, or associated with, multifamily dwellings and nonresidential buildings in a triennial edition of the California Building Standards Code adopted after January 1, 2018, as specified.</p>		

<p>AB 1250 Jones-Sawyer</p>	<p>Amended 9/5/2017</p>	<p>9/5/2017-Read second time and amended. Re-referred to Com. on RLS.</p>	<p>Counties: contracts for personal services. Would establish specific standards for the use of personal services contracts by counties. The bill would allow a county or county agency to contract for personal services currently or customarily performed by employees, as applicable, when specified conditions are met. The bill would exempt certain types of contracts from its provisions, and would exempt a city and county from its provisions. By placing new duties on local government agencies, the bill would impose a state-mandated local program. The bill also would provide that its provisions are severable.</p>		
<p>AB 1259 Calderon</p>	<p>Amended 4/27/2017</p>	<p>5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018)</p>	<p>Capital Access Loan Program: electric vehicles. Would expand the Capital Access Loan Program to include the purchase or lease of an electric vehicle by low- and middle-income consumers and families, as specified.</p>		
<p>AB 1282 Mullin</p>	<p>Enrolled 9/1/2017</p>	<p>9/7/2017-Enrolled and presented to the Governor at 3 p.m.</p>	<p>Transportation Permitting Task Force. Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2019, to prepare and submit to the relevant policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce.</p>		
<p>AB 1324 Gloria</p>	<p>Amended 3/20/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/13/2017)(May be acted upon Jan 2018)</p>	<p>Metropolitan planning organizations: transactions and use taxes. Would authorize a metropolitan planning organization or regional transportation planning agency that is authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction.</p>		
<p>AB 1341 Calderon</p>	<p>Amended 5/11/2017</p>	<p>5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/24/2017)(May be acted upon Jan 2018)</p>	<p>Zero-emission and near-zero-emission vehicles: income tax credits: deduction. The Personal Income Tax Law allows various credits against the taxes imposed by that law. This bill, for taxable years beginning on or after January 1, 2018, and before January 1, 2023, would allow a credit under the Personal Income Tax Law in a specified amount, depending on the type of vehicle, to a qualified taxpayer, as defined, who purchased or leased in California a new near-zero-emission or zero-emission vehicle that is registered in California during the taxable year.</p>		

<p>AB 1342 Flora</p>	<p>Amended 4/27/2017</p>	<p>5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018)</p>	<p>Greenhouse Gas Reduction Fund: healthy forest programs, organic waste projects, and recycling projects. Would make moneys from the Greenhouse Gas Reduction Fund, upon appropriation, available to the Department of Forestry and Fire Protection for healthy forest programs that reduce greenhouse gas emissions caused by uncontrolled wildfires, as specified; to the Department of Resources Recycling and Recovery for instate organic waste recycling projects that reduce greenhouse gas emissions, as specified; and to the Department of Resources Recycling and Recovery for instate recycling projects that reduce greenhouse gas emissions and help achieve the state's policy goal that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020.</p>		
<p>AB 1350 Friedman</p>	<p>Amended 3/27/2017</p>	<p>4/18/2017-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Land use: housing element: regional housing need: noncompliant cities and counties: penalty. The Planning and Zoning Law requires that assessment to include the city's or county's share of the regional housing need, as determined by the Department of Housing and Community Development in consultation with each council of governments, and requires a council of governments to develop a proposed methodology for distributing the existing and projected regional housing need, as specified. This bill would require a noncompliant city or county, as defined, to pay a penalty, as provided, to the Department of Housing and Community Development.</p>		
<p>AB 1383 Fong</p>	<p>Introduced 2/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2017)(May be acted upon Jan 2018)</p>	<p>California Global Warming Solutions Act of 2006: regulations. The State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The California Global Warming Solutions Act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would require the state board to take specified actions and make specified findings prior to adopting a regulation under the act.</p>		
<p>AB 1395 Chu</p>	<p>Amended 3/30/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/30/2017)(May be acted upon Jan 2018)</p>	<p>State highways: uniform financial plan. Would require the Department of Transportation, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program.</p>		

<p>AB 1397 Low</p>	<p>Amended 8/21/2017</p>	<p>8/22/2017-Read second time. Ordered to third reading.</p>	<p>Local planning: housing element: inventory of land for residential development. The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Current law requires the housing element to contain, among other things, an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment. This bill would require the inventory of land to be available for residential development in addition to being suitable for residential development and to include vacant sites and sites that have realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level.</p>		
<p>AB 1404 Berman</p>	<p>Amended 7/10/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018)</p>	<p>California Environmental Quality Act: categorical exemption: infill development. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that shall be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county.</p>		
<p>AB 1421 Dababneh</p>	<p>Amended 3/22/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 6/8/2017)(May be acted upon Jan 2018)</p>	<p>Railroads: noise and vibration levels. Current law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.</p>		

<p>AB 1423 Chiu</p>	<p>Amended 3/28/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 6/1/2017)(May be acted upon Jan 2018)</p>	<p>Housing: annual reports: charter cities. Current law requires the planning agency of a city or county, after the adoption of a general plan, to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means for implementing the general plan or element of the general plan and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes, among other things, the status of the plan and progress in its implementation and the progress in meeting its share of regional housing needs, as specified, and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would apply the above report requirement to charter cities.</p>		
<p>AB 1433 Wood</p>	<p>Amended 7/18/2017</p>	<p>9/5/2017-Read second time. Ordered to third reading.</p>	<p>Natural and working lands: unified program application and process. Current law establishes various programs to provide financial assistance for natural or working lands. This bill would require the Strategic Growth Council, on or before April 1, 2018, to establish and convene an interagency task force consisting of representatives from various state agencies who are knowledgeable in programs for natural or working lands to develop a common application form and process for those programs. The bill would require the task force, on or before January 1, 2019, to develop and implement the common application form and process for those programs.</p>		
<p>AB 1436 Levine</p>	<p>Amended 3/28/2017</p>	<p>7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was GOV. & F. on 6/1/2017)(May be acted upon Jan 2018)</p>	<p>County highways. Current law authorizes the board of supervisors of a county, by resolution adopted by a 4/5 vote of its members, to determine that specified activities relating to streets are of general county interest and that county aid shall be extended therefore. This bill would instead authorize the board of supervisors of a county to adopt this resolution by a 3/5 vote of its members and would make nonsubstantive changes to this law.</p>		
<p>AB 1442 Allen, Travis</p>	<p>Amended 3/28/2017</p>	<p>4/25/2017-In committee: Set, second hearing. Failed passage. Reconsideration granted.</p>	<p>Bonds: transportation: water projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>		

AB 1444 Baker	Enrolled 9/7/2017	9/5/2017-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 60. Noes 11.).	Livermore Amador Valley Transit Authority: demonstration project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would authorize the Livermore Amador Valley Transit Authority, in accordance with substantially similar conditions, to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified.	Support	
AB 1445 Reyes	Amended 4/18/2017	7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 6/8/2017)(May be acted upon Jan 2018)	Public contracting: small business goal. Current law requires the Director of the Department of General Services and the directors of other state agencies to establish goals for the participation of small businesses, including microbusinesses, in the provision of goods, information technology, and services to the state, and in the construction of state facilities. This bill would state findings and declarations of the Legislature related to small business participation in state procurement and contracting.		
AB 1469 Grayson	Introduced 2/17/2017	5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018)	School transportation. Current law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever in the judgment of the board the transportation is advisable and good reasons exist to do so. This bill would entitle a pupil who attends a public, noncharter school that receives Title 1 federal funding to free transportation to and from school if certain conditions are met.		
AB 1470 Wood	Introduced 2/17/2017	4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017)(May be acted upon Jan 2018)	State highways: bypasses of a city or business district. Would, with respect to a bypass that is completed on or after January 1, 2014, provide that a city or county shall be eligible to receive funding from an unspecified account for the purposes of revitalizing a city or business district due to the loss of tourism business resulting from the highway relocation.		
AB 1505 Bloom	Amended 9/8/2017	9/11/2017-Read second time. Ordered to third reading.	Land use: zoning regulations. Would authorize the legislative body of any county or city to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households or by persons and families of low or moderate income, as specified, and would declare the intent of the Legislature in adding this provision.	Support	

AB 1509 Baker	Amended 5/11/2017	5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/24/2017)(May be acted upon Jan 2018)	San Francisco Bay Area Rapid Transit District. Would require BART to maintain its existing commitment of funds for the acquisition, construction, or completion of rapid transit facilities and would prohibit BART from redirecting any existing funds dedicated for system infrastructure capital improvements or rolling stock to cover operating expenses following the approval of Measure RR. This bill contains other related provisions and other existing laws.		
AB 1515 Daly	Amended 7/13/2017	7/18/2017-Read second time. Ordered to third reading.	Planning and zoning: housing. Under the the Housing Accountability Act, the local agency may disapprove or condition approval of a housing development project or emergency shelter if, among other reasons, the housing development project or emergency shelter is inconsistent with both the jurisdiction’s zoning ordinance and general plan land use designation, as provided. This bill would specify that a housing development project or emergency shelter is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. The bill would make additional findings related to the Housing Accountability Act in this regard.		
AB 1521 Bloom	Amended 7/13/2017	7/18/2017-Read second time. Ordered to third reading.	Land use: notice of proposed change: assisted housing developments. Would require the owner of an assisted housing development that is within 3 years of a scheduled expiration of rental restrictions to also provide notice of the scheduled expiration of rental restrictions to any prospective tenant at the time he or she is interviewed for eligibility, and to existing tenants by posting the notice, as specified. The bill would additionally specify that injunctive relief may include, but is not limited to, the reimposition of prior restrictions, as specified, and restitution of rent increases that were collected improperly.		
AB 1523 Oberholte	Chaptered 7/31/2017	7/31/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 154, Statutes of 2017.	San Bernardino County Transportation Authority: design-build. The County Transportation Commissions Act provides for the creation of county transportation commissions in specific counties, with various powers and duties relative to transportation planning and funding, as specified. This bill would authorize the SBCTA, upon approval of its board of directors, to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino (the project). This bill contains other related provisions and other current laws.		

<p>AB 1531 Berman</p>	<p>Amended 3/28/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/17/2017)(May be acted upon Jan 2018)</p>	<p>Public agency renewable energy self-generation program. Current law authorizes a local governmental entity, which, except for the individual campuses of the University of California, does not include the state or any of its agencies or departments, to receive a bill credit to a designated benefiting account for electricity exported by the local government to the electrical grid by a specific type of renewable generating facility and requires the Public Utilities Commission to adopt a rate tariff for the benefiting account. This program is known as the local government renewable energy self-generation program. his bill would change the reference to the program to the public agency renewable energy self-generation program and would make state agencies and departments eligible for the program.</p>		
<p>AB 1561 Quirk-Silva</p>	<p>Amended 9/11/2017</p>	<p>9/11/2017-From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.</p>	<p>Inland Port Development and Management Act. Current law authorizes 2 or more harbor agencies to establish an authority under the joint powers law, with various powers and duties, for the purpose of establishing an infrastructure fund and financing port or harbor infrastructure, as specified. This bill would authorize 2 or more local agencies to establish an authority under the joint powers law for the purpose of establishing an infrastructure fund and financing inland port infrastructure.</p>		
<p>AB 1568 Bloom</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read second time. Ordered to third reading.</p>	<p>Enhanced infrastructure financing districts. Would enact the Neighborhood Infill Finance and Transit Improvements Act, which would authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure refinancing plan, to allocate specified tax revenues to the district under specified circumstances. This bill would require the legislative body of a city or county establishing an enhanced infrastructure financing district that will allocate those revenues, as described, to adopt an ordinance to establish the procedure by which the city or county will calculate the amount of revenues that will be dedicated to the proposed district.</p>		
<p>AB 1579 Daly</p>	<p>Amended 4/3/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/30/2017)(May be acted upon Jan 2018)</p>	<p>California Environmental Quality Act: vehicle-miles-traveled database. CEQA requires the Office of Planning and Research to develop criteria for determining the significance of transportation impacts of project within transit priority areas that promote, among other things, the reduction of greenhouse gas emissions. CEQA requires the office, in developing the criteria, to recommend potential metrics to measure transportation impacts of projects that may include, among other things, vehicle miles traveled. CEQA authorizes the office to adopt those criteria for determining the significance of transportation impacts of projects outside transit priority areas. This bill would require the office to establish and maintain a vehicle-miles-traveled database containing methodological guidance on which models should be used for particular types of projects and the best sources of trip-length data for various land-use types.</p>		

AB 1585 Bloom	Amended 4/20/2017	4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/17/2017)(May be acted upon Jan 2018)	Planning and zoning: affordable housing: single application. Would establish in each city, county, and city and county in the state an affordable housing zoning board and procedures by which a public agency or nonprofit organization proposing to build affordable housing units, as defined, or a developer proposing to build a housing project that meets specified affordability criteria, could submit to that board a single application for a comprehensive conditional use or other discretionary permit.		Oppose
AB 1598 Mullin	Amended 8/21/2017	9/11/2017-Read third time. Passed. Ordered to the Assembly.	Affordable housing authorities. Would authorize a city, county, or city and county to adopt a resolution creating an affordable housing authority with power limited to providing low- and moderate-income housing and affordable workforce housing, as defined, funded through a low- and moderate-income housing fund, as specified. The bill would prohibit certain local government entities from participating in the authority. The bill would authorize an authority created pursuant to those provisions to have boundaries that are identical to the boundaries of the city, county, or city and county that created the authority.		
AB 1613 Mullin	Chaptered 9/12/2017	9/11/2017-Signed by the Governor	San Mateo County Transit District: retail transactions and use tax. Current law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. Current law also authorizes the board of the San Mateo County Transit District to adopt a retail transactions and use tax ordinance in accordance with the Transactions and Use Tax Law. This bill would authorize the board, unless the transactions and use tax described in paragraph (2) has been imposed, to exceed that 2% limit to impose a retail transactions and use tax set at a rate of no more than 0.5%, if approved by the board before January 1, 2026.		
AB 1623 Acosta	Introduced 2/17/2017	5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/17/2017)(May be acted upon Jan 2018)	State Air Resources Board. Current law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles. This bill would make a technical, nonsubstantive change to that provision.		

<p>AB 1630 Bloom</p>	<p>Amended 4/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017)(May be acted upon Jan 2018)</p>	<p>Transportation: wildlife movement and barriers to passage. Current law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Current law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure.</p>		
<p>AB 1640 Garcia, Eduardo</p>	<p>Introduced 2/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/16/2017)(May be acted upon Jan 2018)</p>	<p>Transportation funding: low-income communities. Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the Department of Transportation, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018.</p>		
<p>AB 1670 Gomez</p>	<p>Amended 4/18/2017</p>	<p>5/8/2017-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Income taxes: credits: qualified developer: affordable housing. The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2017, and before January 1, 2022, in an amount equal to 50% of the amount paid or incurred by a taxpayer to a qualified developer during the taxable year for the development of a qualified project, as defined, not to exceed \$250,000.</p>		

<p>AB 1679 Burke</p>	<p>Amended 4/6/2017</p>	<p>5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2017)(May be acted upon Jan 2018)</p>	<p>Motor vehicle insurance: auto body repair. Current law requires any insurer that conducts an auto body repair labor rate survey to determine and set a specified prevailing auto body repair labor rate in a specific geographic area to report the results of that survey to the Department of Insurance, which is required to make the information available upon request. This bill would delete the above-described provisions regarding an auto body repair labor rate survey and instead would require an insurer that conducts or uses a survey that establishes a prevailing auto body repair labor rate in a specific geographic area to report the results of the survey to the department at least every 24 months and would require the survey results to contain specified information, including, among other things, the name and physical address of each auto body repair shop surveyed, the total number of auto body repair shops surveyed, and a description of the geographic area covered.</p>		
<p>AB 1683 Burke</p>	<p>Amended 4/3/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was RLS. on 6/5/2017)(May be acted upon Jan 2018)</p>	<p>Transformative Climate Communities Program: report. Current law establishes the Transformative Climate Communities Program, administered by the Strategic Growth Council, to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. This bill would require the council, no later than January 1, 2019, to submit a specified report on the program to the Governor and specified committees of the Legislature.</p>		
<p>ACA 4 Aguiar-Curry</p>	<p>Introduced 2/17/2017</p>	<p>4/24/2017-Referred to Coms. on L. GOV. and APPR.</p>	<p>Local government financing: affordable housing and public infrastructure: voter approval. Local government financing: affordable housing and public infrastructure: voter approval.</p>		
<p>ACA 5 Frazier</p>	<p>Chaptered 4/17/2017</p>	<p>4/6/2017-Chaptered by Secretary of State- Chapter 30, Statues of 2017</p>	<p>Motor vehicle fees and taxes: restriction on expenditures: appropriations limit. Would add Article XIX to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes, as defined. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use.</p>		

<p>SB 1 Beall</p>	<p>Chaptered 4/30/2017</p>	<p>4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 5, Statutes of 2017.</p>	<p>Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.</p>	<p>Support</p>	
<p>SB 2 Atkins</p>	<p>Amended 8/29/2017</p>	<p>8/31/2017-Assembly Rule 96 suspended. Withdrawn from committee. Ordered to third reading.</p>	<p>Building Homes and Jobs Act. This bill 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.</p>	<p>Support</p>	
<p>SB 3 Beall</p>	<p>Amended 8/29/2017</p>	<p>8/31/2017-Coauthors revised. Assembly Rule 96 suspended. Withdrawn from committee. Ordered to third reading.</p>	<p>Veterans and Affordable Housing Bond Act of 2018. Would enact the Veterans and Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law. Of the proceeds from the sale of these bonds, \$3,000,000,000 would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided, and \$1,000,000,000 would be used to provide additional funding for the above-described program for farm, home, and mobilehome purchase assistance for veterans, as provided.</p>	<p>Support</p>	<p>Support</p>
<p>SB 5 De León</p>	<p>Amended 9/10/2017</p>	<p>9/11/2017-Joint Rule 62(a) suspended. September 11 hearing postponed by committee.</p>	<p>California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018. Would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. The bill, upon voter approval, would reallocate \$100,000,000 of the unissued bonds authorized for the purposes of Propositions 1, 40, and 84 to finance the purposes of a drought, water, parks, climate, coastal protection, and outdoor access for all program.</p>		

<p>SB 20 Hill</p>	<p>Amended 9/5/2017</p>	<p>9/5/2017-Read third time and amended. Ordered to third reading.</p>	<p>Vehicles: buses: seatbelts. Would require a passenger who is 16 years of age or older in a bus that is equipped with safety belts to be properly restrained by a safety belt and would require a motor carrier to maintain those safety belts in good working order for the use of the passengers. The bill would prohibit a parent, legal guardian, or chartering party from transporting on a bus that is equipped with safety belts, or permitting to be transported on a bus that is equipped with safety belts, a child, ward, or passenger who is 8 years of age or older, but under 16 years of age, unless he or she is properly restrained by a safety belt.</p>		
<p>SB 35 Wiener</p>	<p>Amended 9/1/2017</p>	<p>9/1/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.</p>	<p>Planning and zoning: affordable housing: streamlined approval process. The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. Current law requires the housing element portion of the annual report to be prepared through the use of forms and definitions adopted by the department pursuant to the Administrative Procedure Act. This bill would require the housing element portion of the annual report to be prepared through the use of standards, forms, and definitions adopted by the department.</p>		
<p>SB 41 Galqiani</p>	<p>Amended 3/23/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 1/12/2017)(May be acted upon Jan 2018)</p>	<p>State Air Resources Board: compliance: regulations. The State Air Resources Board has adopted a regulation to significantly reduce emissions particulate matter, oxides of nitrogen, and other criteria air pollutants from existing diesel trucks and buses operating in the state, commonly known as the Truck and Bus Regulation. This bill would require the state board, until January 1, 2023, to deem a person, as defined, to be in compliance with the Truck and Bus Regulation and would prohibit the state board from requiring a person to expend further moneys to achieve compliance with, or from seeking to enforce against that person, that regulation if specified conditions are met.</p>		
<p>SB 79 Allen</p>	<p>Amended 3/9/2017</p>	<p>5/25/2017-May 25 hearing: Held in committee and under submission.</p>	<p>Sales and use taxes: exemption: used electric vehicles. Would, on and after July 1, 2018, and before January 1, 2025, exempt from sales and use taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle purchased by a qualified buyer, as defined. The bill would require the State Air Resources Board to undertake a cost-benefit analysis of this tax exemption and the greenhouse gas emission reduction from the vehicles traded in and submit a report to the Legislature.</p>		

<p>SB 103</p> <p>Committee on Budget and Fiscal Review</p>	<p>Chaptered 7/21/2017</p>	<p>7/21/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 95, Statutes of 2017.</p>	<p>Transportation. Would require the Department of Transportation to develop and submit to the Legislature and specified legislative caucuses, by January 1, 2019, a detailed outreach plan intended to increase procurement opportunities for new and limited contracting small business enterprises, as defined, including, but not limited to, those owned by women, minority, disabled veterans, LGBT, and other disadvantaged groups, in all the department's transportation programs, to undertake specified outreach activities required to be included in the plan, and to update that plan and submit it to specified entities.</p>		
<p>SB 106</p> <p>Committee on Budget and Fiscal Review</p>	<p>Chaptered 7/21/2017</p>	<p>7/21/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 96, Statutes of 2017.</p>	<p>State Government. Until December 31, 2023, the Planning and Zoning Law requires a county that is in the San Francisco-Oakland-Fremont California Metropolitan Statistical Area and that has a population of less than 400,000 to be considered suburban for purposes of determining the densities appropriate to accommodate housing for lower income households. That law requires these counties to utilize the sums existing in their housing trust funds as of June 30, 2013, for affordable housing, as specified. For that same purpose, current law requires a city that has a population of less than 100,000 and is incorporated within that county to be considered suburban and requires a county or city so classified to make 2 reports, as specified, to the Legislature and the Department of Housing and Community Development. Until December 31, 2023, the Planning and Zoning Law also requires that housing density requirements in place on June 30, 2014, apply within ½ mile of a Sonoma-Marín Area Rail Transit station. This bill would extend the repeal date to December 31, 2028, thereby extending operation of these provisions until that date.</p>		
<p>SB 137</p> <p>Allen</p>	<p>Amended 4/27/2017</p>	<p>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/1/2017)(May be acted upon Jan 2018)</p>	<p>Transit districts: ordinances. Current law imposes various requirements on transit districts relating to the passage of ordinances. This bill would, in addition to any other requirements, require a transit district to publish an ordinance on its Internet Web site, or the otherwise appropriate Internet Web site, within 15 days after the ordinance's passage and in a manner that is accessible and easily navigable. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program.</p>		

SB 145 Hill	Amended 9/7/2017	9/7/2017-Read third time and amended. Ordered to third reading.	Autonomous vehicles: testing on public roads. Current law requires the Department of Motor Vehicles to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle.		
SB 150 Allen	Amended 6/21/2017	9/11/2017-Assembly amendments concurred in. (Ayes 31. Noes 8.) Ordered to engrossing and enrolling.	Regional transportation plans. Current law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the State Air Resources Board by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board.	Oppose Unless Amended	
SB 167 Skinner	Amended 7/13/2017	8/31/2017-Assembly Rule 96 suspended. Withdrawn from committee. Ordered to third reading.	Housing Accountability Act. The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record. This bill would require the findings of the local agency to instead be based on a preponderance of the evidence in the record.		Oppose
SB 185 Hertzberg	Amended 5/26/2017	9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/23/2017)(May be acted upon Jan 2018)	Crimes: infractions. Existing law requires a court, in any case when a person appears before a traffic referee or judge of the superior court for adjudication of a violation of the Vehicle Code, upon request of the defendant, to consider the defendant's ability to pay, as specified. This bill would require the court, in any case involving an infraction filed with the court, to determine whether the defendant is indigent for purposes of determining what portion of the statutory amount of any associated fine, fee, assessment, or other financial penalties the person can afford to pay.		
SB 195 Cannella	Introduced 1/30/2017	5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/30/2017)(May be acted upon Jan 2018)	Vehicle registration. Current law prohibits a person from driving, moving, or leaving standing upon a highway any motor vehicle, as defined, that has been registered in violation of provisions regulating vehicle emissions. This bill would make technical, nonsubstantive changes to those provisions, and would delete an obsolete provision of law.		

SB 196 Cannella	Introduced 1/30/2017	5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/30/2017)(May be acted upon Jan 2018)	Land use: general plans. The Planning and Zoning Law requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. This bill would make nonsubstantive changes to that law.		
SB 229 Wieckowski	Amended 9/8/2017	9/11/2017-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.	Accessory dwelling units. Would authorize a local agency to provide by ordinance for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily use. The bill would authorize the ordinance to prohibit the sale or other conveyance of the unit separate from the primary residence. The bill would extend the use of the maximum standards to a proposed accessory dwelling unit on a lot zoned for residential use that includes a proposed single-family dwelling.		
SB 231 Hertzberg	Enrolled 9/1/2017	9/6/2017-Enrolled and presented to the Governor at 3 p.m.	Local government: fees and charges. Articles XIIIC and XIIID of the California Constitution generally require that assessments, fees, and charges be submitted to property owners for approval or rejection after the provision of written notice and the holding of a public hearing. Current law, the Proposition 218 Omnibus Implementation Act, prescribes specific procedures and parameters for local jurisdictions to comply with Articles XIIIC and XIIID of the California Constitution and defines terms for these purposes. This bill would define the term "sewer" for these purposes. The bill would also make findings and declarations relating to the definition of the term "sewer" for these purposes.		
SB 251 Cannella	Introduced 2/7/2017	4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/16/2017)(May be acted upon Jan 2018)	Autonomous vehicles: pilot project. Current law permits the operation of an autonomous vehicle on public roads for testing purposes if, among other requirements, a driver is seated in the driver's seat and is capable of taking immediate manual control of the vehicle in the event of an autonomous technology failure or other emergency. This bill would, until 180 days after the operative date of the above specified regulations, allow the County of Merced to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator if the testing is conducted at the Castle Commerce Center.		
SB 262 Wieckowski	Introduced 2/8/2017	7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/18/2017)(May be acted upon Jan 2018)	Climate change: climate adaptation: advisory council. Current law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.		

<p>SB 263 Leyva</p>	<p>Amended 5/3/2017</p>	<p>5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)</p>	<p>Climate Assistance Centers. Would require the Would require the Strategic Growth Council, among other things, to establish no less than 10 regional climate assistance centers, as specified, and award competitive grants to eligible entities through an application process, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policies and programming that accomplish specified goals.</p>		
<p>SB 264 Nguyen</p>	<p>Amended 4/4/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2017)(May be acted upon Jan 2018)</p>	<p>High-occupancy toll lanes: Interstate 405 Improvement Project high-occupancy toll lanes. Current law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided. This bill would instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a specified schedule.</p>		
<p>SB 277 Bradford</p>	<p>Amended 7/13/2017</p>	<p>7/17/2017-Read second time. Ordered to third reading.</p>	<p>Land use: zoning regulations. The Planning and Zoning Law authorizes the legislative body of any city or county to adopt ordinances regulating zoning within its jurisdiction, as specified. This bill would additionally authorize the legislative body of any city or county to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households, as specified.</p>		
<p>SB 279 Fuller</p>	<p>Introduced 2/9/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/9/2017)(May be acted upon Jan 2018)</p>	<p>Local government: land use: general plans. Current law requires each planning agency to prepare, and the legislative body of each county and city to adopt, a comprehensive, long-term general plan for the physical development of the county or city, as specified. This bill would make nonsubstantive changes to those provisions.</p>		

<p>SB 369 Hertzberg</p>	<p>Introduced 2/14/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 2/23/2017)(May be acted upon Jan 2018)</p>	<p>Autonomous vehicles. Current law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Current law defines an "autonomous vehicle: for this purpose as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would specify that a vehicle equipped with a collision avoidance system, as specified, that is not capable of driving the vehicle without a human driver remaining fully engaged in the driving task is not an autonomous vehicle.</p>		
<p>SB 389 Roth</p>	<p>Amended 7/17/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018)</p>	<p>Department of Transportation: transportation project delivery services. Would authorize the Department of Transportation to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, as specified, including job mix formula verifications, material plant quality program inspections, and laboratory accreditations. The bill would authorize the department to adopt regulations to, among other things, specify the terms and conditions for performing these tasks and would require that the department's total estimated revenue from the fee schedule not exceed the department's estimated total cost for providing these services.</p>		
<p>SB 400 Portantino</p>	<p>Amended 9/8/2017</p>	<p>9/8/2017-Read third time and amended. Ordered to third reading.</p>	<p>Highways: surplus residential property. Would, until January 1, 2020, prohibit the Department of Transportation from increasing the rent of tenants who reside in surplus residential property located within the State Route 710 corridor in the County of Los Angeles and who participate in the Affordable Rent Program administered by the department.</p>		
<p>SB 406 Leyva</p>	<p>Enrolled 9/7/2017</p>	<p>9/11/2017-Enrolled and presented to the Governor at 4 p.m.</p>	<p>Vehicles: high-occupancy vehicle lanes: exceptions. Current law authorizes the Department of Transportation and local authorities to designate certain highway lanes for the exclusive or preferential use of high-occupancy vehicles (HOVs), requires the department or local authorities to place signage advising motorists of the rules governing the use of those lanes, and prohibits the use of those lanes by motorists other than in conformity with the posted rules. Current law provides a limited exemption allowing motorcycles, mass transit vehicles, and paratransit vehicles to use HOV lanes. This bill would provide an exemption to allow for blood transport vehicles, as defined, to use HOV lanes, regardless of the number of occupants.</p>		

<p>SB 414 Vidak</p>	<p>Introduced 2/15/2017</p>	<p>4/5/2017-April 4 set for first hearing. Failed passage in committee. Reconsideration granted.</p>	<p>Transportation bonds: highway, street, and road projects. Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.</p>		
<p>SB 415 Vidak</p>	<p>Introduced 2/15/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 2/23/2017)(May be acted upon Jan 2018)</p>	<p>High-speed rail: rights-of-way. 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.</p>		
<p>SB 418 Hernandez</p>	<p>Enrolled 9/7/2017</p>	<p>9/11/2017-Enrolled and presented to the Governor at 4 p.m.</p>	<p>Public contracts: skilled and trained workforce. Current law defines a "skilled and trained workforce" to mean a workforce that meets certain conditions for when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. Current law also authorizes a public entity to require that a bidder, contractor, or other entity use a skilled and trained workforce to complete a contract or project. This bill would revise the definition of a "skilled and trained workforce" to exclude from the conditions work performed on or after specified dates, in certain occupations.</p>		
<p>SB 431 Bates</p>	<p>Amended 3/20/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was T. & H. on 3/29/2017)(May be acted upon Jan 2018)</p>	<p>Planning and zoning: building codes: accessory dwelling units. Would, if a local agency makes its provisions applicable by ordinance or resolution, authorize a local building inspector for 5 years following adoption of the ordinance or resolution to waive some or all requirements, with specified exceptions for certain health and safety requirements, of an applicable building code with respect to an accessory dwelling unit constructed prior to January 1, 2008, for the purpose of issuing a building permit for that accessory dwelling unit. The bill would specify that an accessory dwelling unit issued a permit pursuant to these provisions would not count toward the local agency's allocation of the regional housing need.</p>		

<p>SB 435 Dodd</p>	<p>Amended 5/2/2017</p>	<p>5/25/2017-May 25 hearing: Held in committee and under submission.</p>	<p>Williamson Act: payments to local governments. Would, under the Williamson act, reduce the amount per acre paid to a city, county, or city and county under these provisions to \$2.50 for prime agricultural land, \$0.50 for all other land devoted to open-space uses of statewide significance, and, for counties that have adopted farmland security zones, \$4 for land that is within, or within 3 miles of the sphere of influence of, each incorporated city.</p>		
<p>SB 445 Gaines</p>	<p>Introduced 2/15/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/15/2017)(May be acted upon Jan 2018)</p>	<p>California Environmental Quality Act: infill development. The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, as defined, or to adopt a negative declaration if it finds that the project will not have that effect, unless the project is exempt from the act. CEQA exempts a residential project located on an infill site within an urbanized area that meets specified criteria from its requirements. This bill would make nonsubstantive changes to this exemption.</p>		
<p>SB 446 Gaines</p>	<p>Introduced 2/15/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/15/2017)(May be acted upon Jan 2018)</p>	<p>Housing element. The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. That law requires the housing element to identify the current and projected housing needs of all economic segments of the community. This bill would make a nonsubstantive change to that law.</p>		
<p>SB 530 Vidak</p>	<p>Introduced 2/16/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>Employee housing: agricultural employees. Would require that certain agricultural worker housing be deemed an agricultural land use for purposes of the general plan of a local agency and, except as provided, would prohibit the local agency from requiring a conditional use permit or other discretionary permit, zoning variance, or other zoning clearance for that housing that is not required for any other agricultural use within the same zone. The bill would define "local agency" for these purposes as a city, county, or city and county, including a charter city, charter county, or charter city and county.</p>		
<p>SB 540 Roth</p>	<p>Amended 7/14/2017</p>	<p>8/31/2017-Assembly Rule 96 suspended. Withdrawn from committee. Ordered to third reading.</p>	<p>Workforce Housing Opportunity Zone. Would authorize a local government, as defined, to establish a Workforce Housing Opportunity Zone by preparing an EIR pursuant to CEQA and adopting a specific plan that is required to include text and a diagram or diagrams containing specified information. The bill would require a local government that proposes to adopt a Workforce Housing Opportunity Zone to hold public hearings on the specific plan. The bill would authorize a local government, after a specific plan is adopted and the zone is formed, to impose a specific plan fee upon all persons seeking governmental approvals within the zone.</p>		

<p>SB 564 McGuire</p>	<p>Amended 8/31/2017</p>	<p>9/8/2017-In Senate. Concurrence in Assembly amendments pending.</p>	<p>Joint powers authorities: Water Bill Savings Act. Would enact the Water Bill Savings Act, which would authorize a joint powers authority to provide funding for a customer of a local agency in the Counties of Alameda, Contra Costa, Los Angeles, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma or its publicly owned utility to acquire, install, or repair a water efficiency improvement on the customer's property served by the local agency or its publicly owned utility. The bill would require the customer to repay the authority through an efficiency charge on the customer's water bill to be established and collected by the local agency or its publicly owned utility on behalf of the authority pursuant to a servicing agreement.</p>		<p>Support</p>
<p>SB 578 Glazer</p>	<p>Amended 4/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>Highways: Safety Enhancement-Double Fine Zone. Current law requires the Department of Transportation to designate a state highway segment as a Safety Enhancement-Double Fine Zone if specified conditions are met, including that the governing board of the city or county in which the segment is located has by resolution indicated that it supports the designation. This bill would, notwithstanding these requirements and until January 1, 2021, designate the segment of county highway known as Vasco Road, between the State Highway Route 580 junction in Alameda County and the Marsh Creek Road intersection in Contra Costa County, as a Safety Enhancement-Double Fine Zone upon the approval of the boards of supervisors of Alameda County and Contra Costa County.</p>		
<p>SB 591 Berryhill</p>	<p>Introduced 2/17/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 2/17/2017)(May be acted upon Jan 2018)</p>	<p>Motor vehicle fuel tax. The Motor Vehicle Fuel Tax Law imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would make a nonsubstantive change to this provision.</p>		
<p>SB 594 Beall</p>	<p>Amended 7/20/2017</p>	<p>8/21/2017-Withdrawn from committee. Re-referred to Com. on RLS.</p>	<p>Flood risk: dam failure: expedited permit processing and approval: human life safety protection. Would require a state agency to expedite permit processing and approval for a project that will maintain or improve human life safety protection through flood risk reduction or reduction of a risk of dam failure, as specified. This bill would declare that it is to take effect immediately as an urgency statute.</p>		

<p>SB 595 Beall</p>	<p>Amended 9/8/2017</p>	<p>9/8/2017-Read third time and amended. Ordered to third reading.</p>	<p>Metropolitan Transportation Commission: toll bridge revenues: BART Inspector General: Santa Clara Valley Transportation Authority: high-occupancy toll lanes. Would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election, to be known as Regional Measure 3, on a proposed increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for specified projects and programs. The bill would require the Bay Area Toll Authority (BATA) to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize BATA, beginning 6 months after the election approving the toll increase, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely.</p>	<p>Support & Seek Amendment</p>	
<p>SB 603 Glazer</p>	<p>Introduced 2/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>San Francisco Bay Area Rapid Transit District: work stoppages. Current law establishes provisions regulating the collective bargaining of BART employees and its board of directors. This bill would prohibit BART from entering into an agreement that would limit its ability to prepare for a work stoppage or operate during a work stoppage. By imposing new duties on a local governmental entity, the bill would create a state-mandated local program.</p>		
<p>SB 604 Glazer</p>	<p>Introduced 2/17/2017</p>	<p>5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was P.E. & R. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>San Francisco Bay Area Rapid Transit District: strikes: prohibition. Would prohibit employees of the San Francisco Bay Area Rapid Transit District from engaging in a strike or work stoppage if the transit district board maintains all provisions of an expired contract and an employee or employee organization has agreed to a provision prohibiting strikes in the expired or previous written labor contract. The bill would provide that an employee whom the transit district employer finds willfully engaged in a strike or work stoppage in violation of these provisions is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.</p>		
<p>SB 614 Hertzberg</p>	<p>Chaptered 9/1/2017</p>	<p>9/1/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 219, Statutes of 2017.</p>	<p>Public transportation agencies: administrative penalties. Current law makes it a crime, punishable as an infraction or misdemeanor, as applicable, for a person to commit certain acts on or in a facility or vehicle of a public transportation system. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for and other passenger misconduct on or in a transit facility vehicle in lieu of the criminal penalties otherwise applicable. Current law requires these administrative penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the administrative penalties to be deposited with the public transportation agency that issued the citation.</p>		

<p>SB 622 Wiener</p>	<p>Enrolled 9/8/2017</p>	<p>9/7/2017-Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling.</p>	<p>Local Agency Public Construction Act: Golden Gate Bridge, Highway and Transportation District. Would require a bridge and highway district to advertise for contracts for all vessel repair, maintenance, and alteration work if the estimated expenditure exceeds \$1,000,000, and for all other construction, repair, maintenance, and alteration work, and all similar work, if the estimated expenditure exceeds \$5,000, in at least one newspaper and one trade paper of general circulation, as specified. The bill would also authorize the district, at its discretion, to use informal bidding for a contract for construction, repair, maintenance, and alteration work, and all similar work, with an estimated expenditure that does not exceed \$50,000, and for a contract for vessel repair, maintenance, and alteration work that does not exceed \$1,000,000, if it enacts an ordinance that governs the selection of contractors, as specified.</p>		
<p>SB 638 Leyva</p>	<p>Introduced 2/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/2/2017)(May be acted upon Jan 2018)</p>	<p>Heavy-duty motor vehicles. Current law requires the State Air Resources Board, in consultation with the Bureau of Automotive Repair and a specified review committee, to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive emissions of smoke. Current law requires the state board, in consultation with the State Energy Resources Conservation and Development Commission, to adopt regulations requiring heavy-duty diesel motor vehicles to use emission control equipment and alternative fuels. This bill would delete the references and requirements pertaining to excessive emissions of smoke by heavy-duty diesel vehicles.</p>		
<p>SB 680 Wieckowski</p>	<p>Chaptered 7/21/2017</p>	<p>7/21/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 100, Statutes of 2017.</p>	<p>San Francisco Bay Area Rapid Transit District Current law authorizes the San Francisco Bay Area Rapid Transit District to take by gift, or take or convey by grant, purchase, devise, or lease, and hold and enjoy, real and personal property of every kind within and without the district necessary for, incidental to, or convenient for, transit-oriented joint development projects, as commercial, residential, or mixed-use developments that are undertaken in connection with existing, planned, or proposed transit facilities and are located 1/4 mile or less from the external boundaries of that facility. This bill would extend the maximum distance in that definition to 1/2 mile.</p>		

<p>SB 732 Stern</p>	<p>Amended 9/8/2017</p>	<p>9/11/2017-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.</p>	<p>General plan: agricultural land. Would authorize a city and county to develop an agricultural land component of the city or county's open-space element, or a separate agricultural land element. The bill would require a city or county to comply with specified requirements when preparing that component or element, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city's or county's jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; identifying and designating priority land for conservation; and identifying and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives.</p>		
<p>SB 745 Stern</p>	<p>Amended 9/8/2017</p>	<p>9/8/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.</p>	<p>Vehicle registration: Environmental rebates. Would establish the Climate Policy Rebate program and the Climate Policy Rebate Special Fund. The program would provide rebates to offset the transportation improvement fee imposed on a vehicle. The bill would require quarterly transfers of funds from the Greenhouse Gas Reduction Fund to the Climate Policy Rebate Special Fund in amounts needed to fund the rebates, as determined by the department. The bill would require the amount of an individual rebate to equal the transportation improvement fee imposed on a vehicle, and those rebates would be paid from the Climate Policy Rebate Special Fund to the department upon appropriation by the Legislature.</p>		
<p>SB 750 Hueso</p>	<p>Amended 6/28/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018)</p>	<p>Vehicles: license plate pilot programs. Current law authorizes the Department of Motor Vehicles to conduct a pilot program, to be completed no later than January 1, 2019, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards, subject to certain requirements, and to report the results of the pilot program, as specified, to the Legislature no later than July 1, 2020. Current law also authorizes the department to enter into contracts with qualified private industry partners to provide specified service relating to the registration of vehicles. This bill would specify that the authorization to establish the above-mentioned pilot program includes the authority to establish a pilot program to evaluate alternative methods of collecting fees related to the registration of a motor vehicle or the purchase, renewal, or transfer of license plates.</p>		

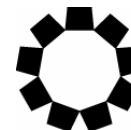
<p>SB 760 Wiener</p>	<p>Introduced 2/17/2017</p>	<p>4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/9/2017)(May be acted upon Jan 2018)</p>	<p>Transportation funding: active transportation: complete streets. Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.</p>		
<p>SB 768 Allen</p>	<p>Amended 3/27/2017</p>	<p>5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017)(May be acted upon Jan 2018)</p>	<p>Transportation projects: comprehensive development lease agreements. Current law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely.</p>	<p>Support</p>	
<p>SB 775 Wieckowski</p>	<p>Amended 5/1/2017</p>	<p>5/8/2017-May 10 hearing postponed by committee.</p>	<p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms. The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Current law prohibits a state agency from linking a market-based compliance mechanism with any other state, province, or country unless the state agency notifies the Governor. Current law requires the Governor to issue specified findings within 45 days of receiving that notice from a state agency and to provide those findings to the Legislature. This bill would add to the findings required to be issued by the Governor and provided to the Legislature in those circumstances.</p>		
<p>SB 797 Hill</p>	<p>Amended 8/24/2017</p>	<p>9/11/2017-Assembly amendments concurred in. (Ayes 26. Noes 12.) Ordered to engrossing and enrolling.</p>	<p>Peninsula Corridor Joint Powers Board: transactions and use tax. Would authorize the Peninsula Corridor Joint Powers Board, by a resolution approved by 2/3 of the board and with the approval of specified entities, to levy a tax pursuant to the Transactions and Use Tax Law at a rate not to exceed 0.125%, with net revenues from the tax to be used by the board for operating and capital purposes of the Caltrain rail service, subject to 2/3 voter approval of a regional measure submitted by the board to voters of the Counties of San Francisco, San Mateo, and Santa Clara. The bill would authorize the board to exceed the 2% limit as specified to impose the retail transactions and use tax.</p>	<p>Support</p>	

<p>SB 802 Skinner</p>	<p>Amended 7/3/2017</p>	<p>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018)</p>	<p>Emerging vehicle technology: advisory study group. Would direct the Office of Planning and Research to convene an Emerging Vehicle Advisory Study Group on or before April 1, 2018, to review policies regarding new types of motor vehicles, including, but not limited to, autonomous vehicles and shared-use vehicles, and provide recommendations to the Legislature. The bill would require the Emerging Vehicle Advisory Study Group to meet at least quarterly, consult with specified institutions, include at least one member each from 4 specified state agencies, who shall be appointed by the Governor, and include 3 members appointed by the Senate Committee on Rules and 3 members appointed by the Speaker of the Assembly, as specified.</p>		
<p>SCA 2 Newman</p>	<p>Amended 3/30/2017</p>	<p>4/17/2017-Ordered to inactive file on request of Senator Newman.</p>	<p>Motor vehicle fees and taxes: restriction on expenditures: appropriations limit. Would add Article XIXD to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016.</p>		
<p>SCA 6 Wiener</p>	<p>Amended 5/1/2017</p>	<p>5/25/2017-May 25 hearing: Held in committee and under submission.</p>	<p>Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax.</p>	<p>Support</p>	

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ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

TO: Legislation & Governmental Organization Committee

DATE: September 14, 2017

FR: Executive Director

RE: 2017 Legislative Session Housing Update

Housing Update

In late July, Governor Brown, Senate Pro Tem de León and Assembly Speaker Rendon issued a joint statement indicating their commitment to advance a package of housing funding and regulatory reform bills in 2017 intended to alleviate the state's affordable housing crisis. At the direction of L&GO Committee Chair Haggerty and ABAG President Pierce, staff provided a status update to this Committee via email in late August. This memo provides another status update, for your information. The bills expected to comprise that package, as of the writing of this memo, are bulleted below and described in more detail in the attachment:

- SB 2 (Atkins), which would create a permanent affordable housing revenue source funded from a \$75 document recording fee;
- SB 3 (Beall), which would authorize a \$4 billion general obligation (GO) bond to fund affordable housing, infrastructure improvements to support affordable housing and veterans' homeownership programs;
- SB 35 (Wiener), which would streamline approvals for certain qualified housing developments;
- SB 540 (Roth), which would expedite approvals for qualified housing developments within locally-designated "workforce housing opportunity zones";
- AB 73 (Chiu), which would provide financial incentives for local jurisdictions to streamline approvals for qualified housing developments within locally-designated "housing sustainability districts"; and
- AB 166 (Salas), which would authorize a property owner to request a refund based on hardship of a fee, proposed to be imposed by SB 2.

Of note, SB 2 does not appear to have the votes needed to pass the Assembly, according to press reports. Additionally, several other bills of interest to ABAG may be added to the package, including SB 167 (Skinner) and AB 1505 (Bloom). The package could be voted on this week. Staff will provide a verbal update at your September meeting.

Background

The Bay Area, like the rest of the state, is facing a serious and chronic housing shortage that threatens economic vitality, limits job growth, exacerbates congestion, and degrades our quality of life. This issue affects people in every income category and demands immediate attention. *Plan Bay Area 2040 (Plan)* – the sustainable communities strategy that was jointly adopted by ABAG and the Metropolitan Transportation Commission in July – reaffirmed this as a regional challenge and included a detailed "Action Plan" outlining a multi-pronged strategy to address housing affordability. Securing new state funding for affordable housing is one of the *Plan's* top priorities, as is supporting state legislative opportunities to "reduce costs and barriers to housing development."

The package under consideration in Sacramento would include ongoing new funding, a one-time jolt of new money and some reforms as required by Governor Brown to gain his support for the funding elements of this plan. SB 2 and SB 3, which ABAG supports, are together expected to generate \$1 billion each year for the next five years and leverage an additional \$3 billion annually in federal and local funding. This could fund an additional 14,000 units per year, according to an analysis from the California Housing Partnership, which would reduce the annual statewide housing gap by 18 percent. Specifically, SB 3 would provide an immediate influx of \$4 billion in bond funding and SB 2 would generate an estimated \$200 - \$300 million per year in ongoing revenues to support a range of investments, including planning for affordable housing; construction, preservation and homeownership programs; and matching funds to support local or regional housing trust funds. Of the ongoing SB 2 revenues, a minimum of 70 percent would be allocated to local governments.

Governor Brown has repeatedly stated that a condition of his support for housing funding is companion legislation to reduce the cost of building housing. SB 35 is generally viewed as the bill that meets this criterion. SB 540 and AB 73 seek to expedite project approvals by providing financial incentives for local governments to complete upfront zoning and environmental review. These bills, along with SB 167 (Skinner) and AB 1505 (Bloom), are detailed in the attachment.

Attachments

- Attachment A: Bill Summaries and Analysis



Steve Heminger

SH: ggd
J/COMMITTEE/ABAG Legislation Governmental Organization/Meeting Packets/2017/September
2017/Housing Update.docx

**2017 Legislative Session Housing Package
Bill Summaries and Analyses**

SB 2 (Atkins): The Building Homes and Jobs Act

SB 2 would create a permanent state revenue stream for affordable housing funded through a new \$75 document recording fee on certain real estate transactions, excluding home sales. The fee is capped at \$225 per transaction. It is estimated to generate \$200 million - \$300 million annually on a statewide basis to be appropriated for housing-related purposes.

In the first year, 50 percent of the funds would be reserved for local agencies to assist in planning to accelerate housing production. The Department of Housing and Community Development (HCD) would be required to allocate the other 50 percent to assist persons experiencing or at risk of homelessness. Beginning in 2019, 70 percent of fee proceeds would be distributed directly to local governments in accordance with a specified formula. Though not identical, it builds off the federal Community Development Block Grant formula distribution. Funds could support a range of activities, including preservation and creation of low- to moderate-income housing; combatting homelessness; and homeownership support. In order to receive allocations, local governments would be required to develop an expenditure plan and comply with other applicable HCD reporting requirements. The remainder of the funds would be administered by HCD to fund farmworker and mixed-income housing and fiscal incentives or matching funds for local agencies to support more affordable housing. Additionally, 20 percent of total program funds must be expended for affordable owner-occupied workforce housing.

ABAG has no position on SB 2.

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

SB 3 would authorize a \$4 billion general obligation bond for housing, subject to voter approval in the 2018 general election. Similar to Proposition 46 (2002) and Proposition 1C (2006), bond proceeds would fund a range of affordable housing preservation and construction activities, including park and infrastructure investments to facilitate transit-oriented development and infill development. It would also subsidize home loans for California veterans. Funds would be allocated to existing programs, as follows:

- Multifamily Housing Program (\$1.5 billion)
- Cal-Vet Home Loan Program (\$1 billion)
- Local Housing Trust Fund Matching Grant Program (\$300 million)
- Infill Incentive Grant Program (\$300 million)
- Joe Serna, Jr. Farmworker Housing Grant Fund (\$300 million)
- CalHome Program (\$300 million)
- Transit-Oriented Development Implementation Program (\$150 million)
- Home Purchase Assistance Program (\$150 million)

ABAG has adopted a “support” position on SB 3.

SB 35 (Wiener): Housing for a Growing California

Under SB 35, when housing production falls short of a city's Regional Housing Needs Allocation (RHNA) target, approval of qualified zoning-compliant projects would be streamlined until their RHNA goals are met. Specifically, the bill would provide that a project that meets certain conditions would be subject to a ministerial approval process. A local jurisdiction could still deny a permit if a project fails to comply with certain local design standards and specified affordability, density, historic, environmental and prevailing wage requirements. The bill would also ease parking minimums for eligible developments and make updates to HCD's annual housing reporting requirements for cities and counties, which would bring the rest of the state more in line with Bay Area reporting practices.

The SB 35 goal of increasing affordable housing production is consistent with the recently-adopted *Plan Bay Area 2040 (Plan)* equity targets, which are related to increasing access to affordable housing, limiting displacement of existing residents and decreasing the share of income consumed by transportation and housing among lower-income households. In addition, the "streamlining" approach and adjustments to parking minimum requirements is consistent with the *Plan's* assumption that the cost of building in infill areas can be reduced through streamlined environmental clearance and eased parking minimums. For example, parking construction costs in San Francisco average \$29,000/space for surface parking and \$38,000/space for underground parking, according to a 2017 parking study by the Victoria Transport Policy Institute.

Applicability of Streamlining Provisions

Streamlining provisions would only apply to projects in income categories where the jurisdiction is not meeting its RHNA target. As a region, the Bay Area permitted 57 percent of the total units needed to meet housing targets for the 2007-2014 RHNA cycle, but only 26 percent of the needed low-income units. Notably, there was significant variation within local jurisdictions and between income categories with countywide averages ranging from 9 percent in the "very low-income" category to 109 percent in the "above moderate-income" category.

Comparison to 2016 "By-Right" Proposal

With SB 35, jurisdictions that are on track to meet RNHA housing goals at a given income category would continue to retain full control of project approvals for projects in that category. This is in contrast to Governor Brown's 2016 "by-right" proposal, which was not linked to the RNHA process. SB 35 also differs from the Governor's "by-right" proposal in that it includes a public oversight period, prevailing wage standards and stronger site eligibility requirements. Specifically, the streamlining provisions would only apply in urban infill projects outside of the California Coastal Zone, sensitive habitats, prime farmland and other environmentally-sensitive areas. In addition, to address concerns by affordable housing advocates that the bill could weaken inclusionary zoning or density bonus requirements in effect today, SB 35 would establish minimum affordability criteria for localities that do not already have such policies, but would not preempt stronger local policies in any jurisdiction that has adopted them.

ABAG has no position on SB 35.

SB 167 (Skinner): Housing Accountability Act

SB 167 would amend the Housing Accountability Act (HAA) by increasing the standard of proof required for a local agency to justify a denial of affordable housing development projects from “substantial evidence” to “preponderance of evidence” and imposing a minimum \$10,000 per unit fine if the court finds a violation of the HAA, among other changes.

ABAG has an “oppose” position on SB 167.

SB 540 (Roth): Workforce Opportunity Zone

SB 540 (Roth) would authorize local governments to establish “workforce housing opportunity zones” by adopting a specific plan for the area covered by the zone. Environmental review and public engagement would occur up front during the establishment of the workforce housing opportunity zone. Local governments would be required to approve conforming housing projects within that zone, subject to certain affordability and prevailing wage requirements. The bill would also authorize the state to provide financial assistance, upon appropriation by the Legislature, to local governments to support the creation of specific plans. SB 540 is sponsored by the League of California Cities.

ABAG has no position on SB 540.

AB 73 (Chiu): Housing Sustainability District

AB 73 would create incentive payments from the state to local governments that voluntarily establish "housing sustainability districts" (HSD) in which housing projects are subject to a ministerial, or “by-right” approval process and subject to prevailing wage requirements. Specifically, the bill would authorize a city or county to adopt an ordinance establishing an HSD, upon approval from HCD and after conducting upfront zoning and environmental review. The HSD must meet minimum density, affordability, and relocation assistance requirements and be located in an area well-suited for residential or mixed-use development. Incentive payments would be issued in two stages: first, following the creation of a new district and second, once the city permits new housing units.

ABAG has no position on AB 73.

AB 166 (Salas): The Building Homes and Jobs Act: Hardship Refund

AB 166 would authorize a certain low-income property owners to request a refund of the fee proposed to be imposed by SB 2, if the property owner files a claim with the county in which the fee was collected and certifies that he or she meets specified income criteria. In counties with a population over 1,000,000, very low-income property owners would qualify for a hardship exemption and low-income property owners would qualify in counties with a population of 1,000,000 persons or fewer.

ABAG has no position on AB 166.

AB 1505 (Bloom): Palmer Fix

Assembly Bill 1505 would affirm the right of a local jurisdiction to establish, as a condition of development, inclusionary housing ordinances. Local inclusionary housing programs have proven an effective tool for preserving affordability and combatting displacement. According to the ABAG regional housing policy inventory, 78 Bay Area jurisdictions utilize an inclusionary or below market rate housing policy as an affordable housing production strategy. However, the ability of Bay Area jurisdictions to implement inclusionary requirements specifically for rental housing was adversely impacted in 2009 with the California Appellate Court ruling in *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* (Palmer), which found that rental inclusionary requirements conflict with state rent control regulations. AB 1505, the “Palmer Fix,” would clarify that local jurisdictions may require, as a condition of approval, inclusion of affordable units in a multi-family residential rental development.

Recent amendments to AB 1505 would authorize HCD to assess certain new inclusionary policies for their impact. In short, jurisdictions would need to demonstrate that the policies will not limiting new market rate development. HCD's review authority would be triggered if both the proposed inclusionary rate is above 15% affordable and the policy is in a jurisdiction that is not making progress toward meeting at least 75% of the jurisdictions' market rate (above moderate-income) RHNA. If HCD determines the policy would inhibit market rate housing development, the policy would need to be revised to require no more than 15% of new rental units in a new development meet affordability restrictions.

ABAG has a “support” position on AB 1505.