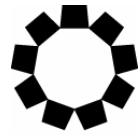


ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



ABAG

A G E N D A

LEGISLATION AND GOVERNMENTAL ORGANIZATION COMMITTEE

Thursday, November 17, 2016, 3:30 p.m. to 5:00 p.m.

Location:

Bay Area Metro Center
Yerba Buena Conference Room
375 Beale Street
San Francisco, California

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

Agenda and attachments available at abag.ca.gov

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 SEPTEMBER 15, 2016

ACTION

Attachment: Summary Minutes of September 15, 2016

5. REVIEW OF LEGISLATIVE SESSION 2016

INFORMATION

Attachment: Legislative Summary Matrix

6. REPORT ON LEAGUE OF CALIFORNIA CITIES GUIDE TO CAP AND TRADE PROGRAMS

INFORMATION

Attachment: Guide to Cap and Trade Programs

ABAG Legislation and Governmental Organization Committee

November 17, 2016

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7. ADJOURNMENT

The next regular meeting of the ABAG Legislation and Governmental Organization Committee will be announced.

Submitted:

/s/ Brad Paul, Deputy Executive Director

Date Submitted: November 9, 2016

Date Posted: November 10, 2016



SUMMARY MINUTES (DRAFT)

ABAG Legislation and Governmental Organization Committee Meeting
Thursday, September 15, 2016
Bay Area Metro Center

1. CALL TO ORDER / ROLL CALL / CONFIRM QUORUM

ABAG Legislation and Governmental Organization Committee Vice Chair Desley Brooks, Councilmember, City of Oakland, called the meeting of the Legislation and Governmental Organization Committee of the Association of Bay Area Governments to order.

A quorum of the Committee was present.

Members Present:

Chair, Supervisor Scott Haggerty, Alameda County
Vice Chair, Councilmember Desley Brooks, City of Oakland
Councilmember Julie Pierce, ABAG President, City of Clayton
Supervisor Mark Luce, Napa County
Mayor Bill Harrison, City of Fremont
Supervisor Karen Mitchoff, Contra Costa County

ABAG Staff:

Brad Paul, Deputy Executive Director
Halimah Anderson, Communications Officer

MTC Staff:

Rebecca Long, Government Relations Manager

The meeting minutes were approved (6-0).

2. **Brad Paul, ABAG Deputy Executive Director**, noted that SB 32, The California Global Warming Solutions Act: Emissions Limit; and AB 197, State Air Resources Board: Greenhouse Gases Regulations were chaptered into law by the Gov. SB 32 will require CA to slash greenhouse gas levels 40 percent below their 1990 levels by 2030. AB 197, the accompanying legislation to SB 32, will create six-year term limits on air resources board members and add two nonvoting legislators to the Board.

3. **Brad Paul, ABAG Deputy Executive Director** presented an update on the status of AB 1550 Greenhouse Gases Investment Plan: Disadvantaged Communities. Brad noted that AB 1550 was passed and signed by the Governor yesterday. Brad noted that the L&GO Committee took a position to oppose AB 1550, unless amended, because the legislation expands on a flawed definition of disadvantaged communities.
- Brad noted that the Governor's Trailer Bill Proposal failed to pass.
 - Then Brad presented updates on the status of legislation that the committee has recently taken positions to support.
 - Supervisor Luce asked why many of the housing bills failed to pass.
 - Rebecca Long, MTC Government Relations Manager, noted that funding for housing measures was tied up in the Governor's By Right Trailer Bill Proposal.
4. Brad Paul opened up the discussion on [Proposition 53](#), California Statewide Vote on Bond Initiative.
- Supervisor Mitchoff referenced the meeting materials stating that it is a myth that Proposition 53 will hinder transportation funding. She noted that Proposition 53 only refers to revenue bonds. Supervisor Mitchoff noted that she wants the L&GO Committee to take a yes position on Proposition 53 or take a neutral position. She noted that the Proposition is polling at 68 percent yes because there is a feeling that there is not transparency on the Tunnel Project and High Speed Rail. Supervisor Mitchoff moved that we support Proposition 53.
 - Other members did not express interest in taking a position on Proposition 53.
 - Rebecca Long noted MTC staff recommended that we oppose Proposition 53. She noted that in the Bay Area, we issue bonds backed by toll revenue and our council thinks that there is a risk that this could require statewide vote, if MTC were to fund a project that is more than \$2 billion. We worry that this proposition could have unintended consequences.
 - Councilmember Brooks proposed that the committee speak up on the statewide propositions that we want to take a position on, otherwise we move to the next item.
 - The list of Propositions was reviewed.
 - Then Councilmember Pierce moved to support Proposition 54 (Government Accountability) and Supervisor Luce seconded the motion. Proposition 54 prohibits legislature from passing any bill unless it has been in print and published on the internet for at least 72 hours before the vote, except in cases of public emergency.
 - The Committee then voted to support Proposition 54. (6-0)

5. **Adjournment**

The next L&GO Committee Meeting will be held on **November 17, 2016**.



ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
(510) 820-7986

Website: www.abag.ca.gov/meetings

LEGISLATION SUMMARY 2016 State Legislative Session Legislation & Governmental Organization Committee November 17, 2016

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
SB 32 (Pavley)	Chapter 249	9/8/2016 Chaptered	California Global Warming Solutions Act of 2006: Emissions Limit. This bill designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The bill would require California to slash greenhouse gas levels to 40 percent below their 1990 levels by 2030, extending the state's authority to enact sweeping climate policies beyond an approaching 2020 limit.	Support		
AB 197 (Garcia)	Chapter 250	9/8/2016 Chaptered	State Air Resources Board: greenhouse gases: regulations. This bill sought to build support for those goals by giving legislators more power over the Air Resources Board. AB 197 reflects an effort to allay concerns that climate change policies disproportionately aid affluent Californians. The bill specifically mentions targeting policies to "disadvantaged communities" and requires an assessment of "social costs" in areas such as agriculture and energy prices. The bill would create six-year term limits for ARB members, add two nonvoting legislators to the board, create a new legislative committee with oversight on climate change policies and mandate that the ARB share more data with the Legislature. The twin legislative successes presage a battle over the state's cap-and-trade program, which compels businesses to buy permits for the greenhouse gases they put into the air.			
Proposition 53 California Statewide Vote on Bond Initiative	Introduced Spring 2016	November ballot initiative	Requires that legislatively approved projects be presented on statewide ballot for voter approval. Applies to previously approved projects if remaining bond amount exceeds \$2 billion. Requires State Legislature approve use of revenue bonds for public infrastructure projects funded, owned, or operated by the state or any joint agency (JPA) that includes the state, if the bond amount exceeds \$2 billion and repayment requires new, increased, or extended taxes, fees, or other charges.	Oppose		

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
<u>Proposition 51</u> Education	Introduced Spring 2016	November ballot initiative	Authorizes \$9 billion in general obligation bonds: \$3 billion for new construction and \$3 billion for modernization of K-12 public school facilities; \$1 billion for charter schools and vocational education facilities; and \$2 billion for California Community Colleges facilities. Bars amendment to existing authority to levy developer fees to fund school facilities, until new construction bond proceeds are spent or December 31, 2020, whichever is earlier. Bars amendment to existing State Allocation Board process for allocating school construction funding, as to these bonds. Appropriates money from the General Fund to pay off bonds. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: State General Fund costs of \$17.6 billion to pay off principal (\$9 billion) and interest (\$8.6 billion) on bonds over a period of 35 years. Annual payments would average \$500 million. Annual payments would be relatively low in the initial and final few years and somewhat higher in the intervening years.			
<u>Proposition 52</u> Healthcare	Introduced Spring 2016	November ballot initiative	Increases required vote to two-thirds for the Legislature to amend a certain existing law that imposes fees on hospitals (for purpose of obtaining federal Medi-Cal matching funds) and that directs those fees and federal matching funds to hospital-provided Medi-Cal health care services, to uncompensated care provided by hospitals to uninsured patients, and to children's health coverage. Eliminates law's ending date. Declares that law's fee proceeds shall not be considered revenues for purposes of applying state spending limit or determining required education funding. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: State savings from increased revenues that offset state costs for children's health coverage of around \$500 million beginning in 2016-17 (half-year savings) to over \$1 billion annually by 2019-20, likely growing between 5 percent to 10 percent annually thereafter. Increased revenues to support state and local public hospitals of around \$90 million beginning in 2016-17 (half-year) to \$250 million annually by 2019-20.			
<u>Proposition 54</u> Government Accountability	Introduced Spring 2016	November ballot initiative	Prohibits Legislature from passing any bill unless it has been in print and published on the Internet for at least 72 hours before the vote, except in cases of public emergency. Requires the Legislature to make audiovisual recordings of all its proceedings, except closed session proceedings, and post them on the Internet. Authorizes any person to record legislative proceedings by audio or video means, except closed session proceedings. Allows recordings of legislative proceedings to be used for any legitimate purpose, without payment of any fee to the State. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Increased costs to state government of potentially \$1 million to \$2 million initially and about \$1 million annually for making additional legislative proceedings available in audiovisual form on the Internet.			

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
<u>Proposition 55</u> Taxes	Introduced Spring 2016	November ballot initiative	Extends by twelve years the temporary personal income tax increases enacted in 2012 on earnings over \$250,000 (for single filers; over \$500,000 for joint filers; over \$340,000 for heads of household). Allocates these tax revenues 89% to K-12 schools and 11% to California Community Colleges. Allocates up to \$2 billion per year in certain years for healthcare programs. Bars use of education revenues for administrative costs, but provides local school governing boards discretion to decide, in open meetings and subject to annual audit, how revenues are to be spent. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Increased state revenues annually from 2019 through 2030—likely in the \$5 billion to \$11 billion range initially—with amounts varying based on stock market and economic trends. Increased revenues would be allocated under constitutional formulas to schools and community colleges, budget reserves and debt payments, and health programs, with remaining funds available for these or other state purposes.			
<u>Proposition 56</u> Tobacco	Introduced Spring 2016	November ballot initiative	Increases cigarette tax by \$2.00 per pack, with equivalent increase on other tobacco products and electronic cigarettes containing nicotine. Allocates revenues primarily to increase funding for existing healthcare programs; also for tobacco use prevention/control programs, tobacco-related disease research and law enforcement, University of California physician training, dental disease prevention programs, and administration. Excludes these revenues from Proposition 98 funding requirements. If tax causes decreased tobacco consumption, transfers tax revenues to offset decreases to existing tobacco-funded programs and sales tax revenues. Requires biennial audit. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Net increase in excise tax revenues in the range of \$1.1 billion to \$1.6 billion annually by 2017-18, with revenues decreasing slightly in subsequent years. The majority of funds would be used for payments to health care providers. The remaining funds would be used for a variety of specified purposes, including tobacco-related prevention and cessation programs, etc.			
<u>Proposition 57</u> Civil and Criminal Trials	Introduced Spring 2016	November ballot initiative	Allows parole consideration for persons convicted of nonviolent felonies upon completion of full prison term for primary offense, as defined. Authorizes Department of Corrections and Rehabilitation to award sentence credits for rehabilitation, good behavior, or educational achievements. Requires Department of Corrections and Rehabilitation to adopt regulations to implement new parole and sentence credit provisions and certify they enhance public safety. Provides juvenile court judges shall make determination, upon prosecutor motion, whether juveniles age 14 and older should be prosecuted and sentenced as adults. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Net state savings that could range from the tens of millions of dollars to the low hundreds of millions of dollars annually primarily due to a reduction in the prison population from additional paroles granted and credits earned. Net county costs that could range from the millions to tens of millions of dollars annually, declining to a few million dollars after initial implementation of the measure.			

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
<u>Proposition 58</u> Education	Introduced Spring 2016	November ballot initiative	Repeals Prop 227 of 1998, thus allowing for bilingual education in public schools.			
<u>Proposition 59</u> Campaign Finance	Introduced Spring 2016	November ballot initiative	Indicates whether voters approve of California State Legislators using what influence they have over federal issues to overturn Citizens United v. Federal Election Commission and "to make clear that corporations should not have the same constitutional rights as human beings."			
<u>Proposition 61</u> Healthcare	Introduced Spring 2016	November ballot initiative	Prohibits state agencies from paying more for a prescription drug than the lowest price paid for the same drug by the United States Department of Veterans Affairs. Applies to any program where the state is the ultimate payer for a drug, even if the state does not purchase the drug directly. Exempts certain purchases of prescription drugs funded through Medi-Cal. Fiscal impact: It is the opinion of the Legislative Analyst and Director of Finance that the measure, if adopted, may result in a substantial net change in state or local finances.			
<u>Proposition 63</u> Firearms	Introduced Spring 2016	November ballot initiative	Prohibits possession of large-capacity ammunition magazines, and requires their disposal by sale to dealer, destruction, or removal from state. Requires most individuals to pass background check and obtain Department of Justice authorization to purchase ammunition. Requires most ammunition sales be made through licensed ammunition vendors and reported to Department of Justice. Requires lost or stolen firearms and ammunition be reported to law enforcement. Prohibits persons convicted of stealing a firearm from possessing firearms. Establishes new procedures for enforcing laws prohibiting firearm possession by felons and violent criminals. Requires Department of Justice to provide information about prohibited persons to federal National Instant Criminal Background Check System. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Increased state costs in the tens of millions of dollars annually related to regulating ammunition sales, likely offset by various regulatory fees authorized by the measure. Increase in court and law enforcement costs, not likely to exceed the tens of millions of dollars annually, related to removing firearms from prohibited persons as part of court sentencing proceedings. These costs could be offset to some extent by fees authorized by the measure. Potential increase in state and local correctional costs, not likely to exceed the low millions of dollars annually, related to new and increased penalties.			
<u>Proposition 64</u> Marijuana	Introduced Spring 2016	November ballot initiative	Legalizes marijuana and hemp under state law. Designates state agencies to license and regulate marijuana industry. Imposes state excise tax on retail sales of marijuana equal to 15% of sales price, and state cultivation taxes on marijuana of \$9.25 per ounce of flowers and \$2.75 per ounce of leaves Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Net reduced costs ranging from tens of millions of dollars to potentially exceeding \$100 million annually to state and local governments related to enforcing certain marijuana-related offenses, handling the related criminal cases in the court system, and incarcerating and supervising certain marijuana offenders. Net additional state and local tax revenues potentially ranging from the high hundreds of millions of dollars to over \$1 billion annually.			

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
Proposition 65 Environment	Introduced Spring 2016	November ballot initiative	Redirects money collected by grocery and certain other retail stores through sale of carry-out bags, whenever any state law bans free distribution of a particular kind of carry-out bag and mandates the sale of any other kind of carry-out bag. Requires stores to deposit bag sale proceeds into a special fund administered by the Wildlife Conservation Board to support specified categories of environmental projects. Provides for Board to develop regulations implementing law. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: If voters uphold the state's current carryout bag law, redirected revenues from retailers to the state, potentially in the several tens of millions of dollars annually. Revenues would be used for grants for certain environmental and natural resources purposes. If voters reject the state's current carryout bag law, likely minor fiscal effects.			
Proposition 67 Business Regulation	Introduced Spring 2016	November ballot initiative	If signed by the required number of registered voters and timely filed with the Secretary of State, this petition will place on the statewide ballot a challenge to a state law previously approved by the Legislature and the Gov. The challenged law must then be approved by a majority of voters at the next statewide election to go into effect. The law prohibits grocery and certain other retail stores from providing single-use bags but permits sale of recycled paper bags and reusable bags.			
AB 1550 (Gomez)	Chapter 365	Chaptered 9/14/16	Greenhouse gases: investment plan: disadvantaged communities. Current law requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within, and benefitting individuals living in, disadvantaged communities and a minimum of 20% to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.	Oppose Unless Amended	League: W MTC: Oppose Unless Amended BAAQMD: Oppose Unless Amended	Oppose Unless Amended
Gov. 707 (Gov. Brown)	Amended 6/10/2016	8/26/2016- Dead Failed to Pass	Gov. Trailer Bill Proposal. The proposal would allow new market-rate projects with onsite affordable housing to be approved "as of right." Under the proposal, new projects with 20 percent affordable housing for tenants making no more than 80 percent of the area median income or projects with 10 percent affordable housing near transit would be exempt from most local reviews. Within 30 days of receiving an application, the city must either approve a housing development or explain why it is inconsistent with objective general plan and zoning standards.	Watch and Seek Amend	League: O	Watch and Seek Amend.
AB 2444 (Garcia)	Amended 8/19/2016	8/24/2016- Dead Failed to Pass Senate	California Parks, Water, Climate, and Coastal Protection and Outdoor Access For All Act of 2018. Under existing 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 Parks, Water, Climate, and Coastal Protection and Outdoor Access For All Act, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3,497,500,000 pursuant to the State General Obligation Bond Law to finance a parks, water, climate, and coastal protection and outdoor access for all program.	Support	League: S CSAC: W	Support

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
AB 2406 (Thurmond)	Chapter 755	Chaptered 9/28/2016	Housing: Junior Accessory Dwelling Units. The Planning and Zoning Law authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential areas, as prescribed. This bill would, in addition, authorize a local agency to provide by ordinance for the creation of junior accessory dwelling units, as defined, in single-family residential zones. The bill would require the ordinance to include, among other things, standards for the creation of a junior accessory dwelling unit, required deed restrictions, and occupancy requirements. The bill would prohibit an ordinance from requiring, as a condition of granting a permit for a junior accessory dwelling unit, additional parking requirements. This bill contains other related provisions.	Support	League: S CSAC: S	Support
AB 2441 (Thurmond)	Amended 6/30/2016	8/12/2016- Failed to Pass Senate	Housing: Workforce Housing in High-Cost Areas Pilot Program. This bill would create the Workforce Housing Pilot Program, pursuant to which the department, subject to the appropriation of funds for that purpose, would award grant funding to eligible recipients, as defined, for the predevelopment costs, acquisition, construction, or rehabilitation of rental housing projects or units within rental housing projects that serve, and for providing downpayment assistance to, persons and families of low or moderate income. The bill would require all grant funds to be matched on a dollar-for-dollar basis, unless the eligible recipient is suffering a hardship and is unable to generate the matching funds. The bill would require the Department of Finance to determine whether an eligible recipient is suffering a hardship.	Support	League: S CSAC: P	Support
AB 2817 (Chiu)	Amended 5/27/2016	8/31/2016- Failed to Pass Senate	Income Taxes: Credits: Low-Income Housing: Allocation Increase. Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation of state insurance, personal income, and corporation income tax credit amounts among low-income housing projects based on federal law. Existing law, in modified conformity to federal income tax law, allows the credit based upon the applicable percentage, as defined, of the qualified basis of each qualified low-income building. The bill would also increase the amount the committee may allocate to farmworker housing projects from \$500,000 to \$25,000,000 per year. The bill, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, would modify the definition of applicable percentage relating to qualified low-income buildings.	Support	League: S CSAC: S	Support

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
SB 879 (Beall)	Amended 8/19/2016	8/31/2016- Failed to Pass Assembly	Affordable Housing: Bond Act. Under existing law, there are programs providing assistance for, among other things, emergency housing, multifamily housing, farmworker housing, home ownership for very low and low-income households, and downpayment assistance for first-time home buyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law and requires that proceeds from the sale of these bonds be used to finance various existing housing programs, capital outlay related to infill development, brownfield cleanup that promotes infill development, and housing-related parks. This bill would enact the Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of \$3,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided. This bill contains other related provisions.	Support	League: S	Support
SB 1030 (McGuire)	Chaptered 151	8/19/2016- Chaptered	Sonoma County Regional Climate Protection Authority. Existing law, until December 1, 2019, creates the Sonoma County Regional Climate Protection Authority. Existing law provides for the authority to be governed by the same board as that governing the Sonoma County Transportation Authority and imposes certain duties on the authority. Existing law authorizes the authority to perform coordination and implementation activities within the boundaries of the County of Sonoma, in cooperation with local agencies, as defined, that elect to participate, to assist those agencies in meeting their greenhouse gas emissions reduction goals. Existing law authorizes the authority to develop, coordinate, and implement programs and policies to comply with the California Global Warming Solutions Act of 2006 and other federal or state mandates and programs designed to respond to greenhouse gas emissions and climate change. This bill would extend these provisions indefinitely. By extending the duties of the Sonoma County Regional Climate Protection Authority, this bill would impose a state-mandated local program.	Support	League: W CSAC: W	Support
SB 1233 (McGuire)	Amended 8/12/2016	8/12/2016- Failed to Pass Bill was held on the Assembly Appropriations Suspense File	Joint Powers Authorities: Water Bill Savings Act. Existing law, the Marks-Roos Local Bond Pooling Act of 1985, authorizes joint powers authorities, among other powers, to issue bonds and loan the proceeds to local agencies to finance specified types of projects and programs. This bill would enact the Water Bill Savings Act, which would authorize a joint powers authority to provide funding for a customer of a local agency 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. The bill would authorize the authority to issue bonds to fund the program. The bill would require the Department of Water Resources to provide ongoing oversight of activities undertaken pursuant to these provisions, including, but not limited to, monitoring an authority's administration of an efficiency improvement financing program, as specified.	Support	League: W CSAC: P	Support

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
<u>SBX1-1</u> (Beall)	Amended 8/29/2016	8/29/2016-Senate Appropriations	Transportation Funding. Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill 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, including revenues attributable to a \$0.17 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.	Support	League: S CSAC: S	Support
<u>AB 18</u> (Dodd)	Amended 7/7/2015	8/31/2016-Failed to Pass	Disaster Relief: South Napa Earthquake. The California Disaster Assistance Act generally provides that the state share for disaster project allocations to local agencies is no more than 75% of total state eligible costs, except for specified events for which the state share is up to 100% of state eligible costs. This bill would add the August 24, 2014, South Napa Earthquake, to the list of events for which the state share of state eligible cost is up to 100% and exempt the county from a specified planning requirement as a condition of receiving this level of assistance.	Support	League: W CSAC: S	Support
<u>AB 1934</u> (Santiago)	Chapter 747	9/28/2016-Chaptered	Planning and Zoning: Density Bonuses. The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of the local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill, when an applicant for approval for commercial development agrees to partner with an affordable housing developer to construct a joint project or 2 separate projects encompassing affordable housing, would require a city, county, or city and county to grant to the commercial developer a development bonus, as specified. By increasing the duties of local officials relating to the administration of development bonuses, this bill would create a state-mandated local program.	Watch	League: Removal of Opposition Amended CSAC: C	Watch

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
AB 2208 (Santiago)	Chapter 460	9/22/2016-Chaptered	Local Planning: Housing Element: Inventory of Land for Residential Development. Existing law, the Planning and Zoning Law, requires a city or county to adopt a comprehensive, long-term general plan for the physical development of the city or the county and of any land outside its boundaries that bears relation to its planning. That law requires the general plan to contain specified mandatory elements, including a housing element. Existing law requires the housing element to contain an inventory of land suitable for residential development, as defined, and requires that inventory to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels. This bill would revise the definition of land suitable for residential development to include above sites owned or leased by a city, county, or city and county. By imposing new duties upon local agencies with respect to the housing element of the general plan, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Watch	League: W CSAC: W	Watch
AB 2299 (Bloom)	Chapter 735	9/27/2016-Chaptered	Land Use: Housing: 2nd Units. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. Existing law authorizes the ordinance to designate areas within the jurisdiction of the local agency where 2nd units may be permitted, to impose specified standards on 2nd units, and to provide that 2nd units do not exceed allowable density and are a residential use, as specified. This bill would replace the term "second unit" with "accessory dwelling unit." The bill would, instead, require the ordinance to include the elements described above and would also require the ordinance to require accessory dwelling units to comply with specified conditions. This bill would require ministerial, nondiscretionary approval of an accessory dwelling unit under an existing ordinance. The bill would also specify that a local agency may reduce or eliminate parking requirements.	Watch	League: C CSAC: O	Watch
AB 2442 (Holden)	Chapter 756	9/28/2016-Chaptered	Density Bonuses. The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of the local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would additionally require a density bonus to be provided to a developer that agrees to construct a housing development that includes at least 10% of the total units for transitional foster youth, disabled veterans, or homeless persons, as defined. The bill would set the density bonus at 20% of the number of these units. By increasing the duties of local agencies, this bill would impose a state-mandated local program.	Watch	League: C CSAC: W	Watch

Bill Number	Current Text	Status	Summary	ABAG Recom.	Positions: League CSAC MTC BAAQMD	L&GO Position
<u>AB 2584</u> (Daly)	Chapter 420	9/21/2016-Chaptered	Land Use: Housing Development. The Housing Accountability Act, among other things, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households or an emergency shelter or conditioning approval in a manner that renders the project infeasible unless the local agency makes specified written findings. The act authorizes an applicant or person who would be eligible to apply for residency in the development or emergency shelter to bring an action to enforce the act. This bill would, in addition, authorize a housing organization, as defined, to bring an action challenging the disapproval of a housing development pursuant to these provisions.	Watch	League: O CSAC: W	Watch
<u>SB 7</u> (Wolk)	Chapter 623	9/25/2016-Chaptered	Housing: Water Meters: Multiunit Structures. Existing law generally regulates the hiring of dwelling units and, among other things, imposes certain requirements on landlords and tenants. Among these requirements, existing law requires landlords to provide tenants with certain notices or disclosures pertaining to, among other things, pest control and gas meters. This bill would express the intent of the Legislature to encourage the conservation of water in multifamily residential rental buildings through means either within the landlord's or the tenant's control, and to ensure that the practices involving the submetering of dwelling units for water service are just and reasonable, and include appropriate safeguards for both tenants and landlords.	Watch	League: W CSAC: W	Watch
<u>SB 1000</u> (Leyva)	Chapter 636	10/8/2016-Chaptered	Land Use: General Plans: Environmental Justice. 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 requires this general plan to include several elements, including, among others, a safety element for the protection of the community from unreasonable risks associated with the effects of various geologic hazards, flooding, wildland and urban fires, and climate adaptation and resilience strategies. That law requires that the safety element be reviewed and updated, in the case of flooding and fire hazards, upon the next revision of the housing element after specified dates or, in the case of climate adaptation and resilience strategies, upon either the next revision of a local hazard mitigation plan after a specified date or on or before January 1, 2022, as applicable. That law also requires, after the initial revision of the safety element to address flooding, fires, and climate adaptation and resilience strategies, that for each subsequent revision the planning agency review and, if necessary, revise the safety element to identify new information.	Watch	League: O CSAC: Supp. if Amend.	Watch
<u>SB 1069</u> (Wieckowski)	Chapter 720	9/27/2016-Chaptered	Land Use: Zoning. The Planning and Zoning Law authorizes the legislative body of a city or county to regulate, among other things, the intensity of land use, and also authorizes a local agency to provide by ordinance for the creation of 2nd units in single-family and multifamily residential zones, as specified. That law makes findings and declarations with respect to the value of 2nd units to California's housing supply. This bill would replace the term "second unit" with "accessory dwelling unit" throughout the law and declare that, among other things, allowing accessory dwelling units in single-family or multifamily residential zones provides additional rental housing stock.	Watch	League: O CSAC: O	Watch



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Updated Jan. 20, 2016

Cap and Trade Guide: Introduction and Background



This guide contains an overview of programs relevant to city funding that utilize Cap-and-Trade Auction Revenues. Though other programs, like high-speed rail, will impact California cities, this guide is being compiled with eye toward funding for which cities are most likely to apply.

These information sheets attempt to guide readers toward more complete information on program guidelines, application procedures and other important information. This guide will be periodically updated, as new information becomes available. It and other relevant information about cap-and-trade programs will be posted at <http://www.cacities.org/capandtrade/>.

For more complete information about Cap and Trade -- including an explanation of how Cap-and-Trade functions and variety of other programs being funded with auction revenue -- see the California Environmental Protection Agency's [Cap-and-Trade Page](#).

Gov. Jerry Brown's proposed FY 2016-17 budget would allocate \$3.1 billion from Cap-and-Trade auction proceeds, which includes the balance of auction proceeds that were not allocated in FY 2015-16. The governor's Cap-and-Trade expenditure plan proposes:

Continuous Appropriation (60 percent of annual auction proceeds)

- \$500 million for High-Speed Rail Projects
- \$100 million for Low Carbon Transit Operations
- \$200 million Transit and Intercity Rail projects
- \$400 million Affordable Housing and Sustainable Communities program

One-time Appropriation (40 percent of annual auction proceeds in plus balance of FY 2015-16 auction proceeds)

- \$400 million for Transit and Intercity Rail Capital program for additional competitive grants to support capital improvements to integrate state, local and other transit systems, including those located in disadvantaged communities, and to provide connectivity to high-speed rail.
- \$100 million for the Department of Transportation to administer the Low Carbon Road Program, which will prioritize disadvantaged communities, and provide competitive grants for improvements to local streets and roads

that encourage active transportation, such as walking and bicycling, transit, and other carbon-reducing road investments.

- \$500 million for the Air Resources Board's Low Carbon Transportation Program to provide incentives for low carbon freight and passenger transportation, including rebates for zero emission cars, vouchers for hybrid trucks and zero-emission trucks and other uses.
- \$25 million for the Energy Commission for Biofuel Facility Investments.
- \$100 million for the Strategic Growth Council to administer the Transformational Climate Communities Program to support local climate actions in the state's top 5 percent of disadvantaged communities. Funding will support projects that integrate multiple, cross-cutting approaches to reduce GHG emissions.
- \$40 million for the Air Resources Control Board for black carbon woodsmoke.
- \$20 million for the Air Resources Control Board refrigerants.
- \$100 million for the Department of Resources, Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting, anaerobic digestion, fiber, plastic, and glass facilities is necessary to divert more materials from landfills.
- \$30 million for the Department of Food and Agriculture for water and energy efficiency.
- \$60 million for the Energy Commission for water and energy technology programs and appliance rebates.
- \$60 million for the Department of Fish and Wildlife for wetland and watershed restoration.
- \$150 million for CAL FIRE to support forest health programs that reduce GHG emissions through fuel reduction, reforestation projects, pest and diseased tree removal, and long-term protection of forested lands vulnerable to conversion.
- \$30 million for CAL FIRE to Urban Forestry programs.
- \$20 million for the Natural Resources Agency for urban greening projects.
- \$30 million for the Department of General Services to implement Executive Order B-18-12 that requires state agencies to reduce GHG emissions by 10 percent by 2015 and 20 percent by 2020.
- \$20 million for the California Infrastructure and Economic Development Bank (I Bank) to leverage private investments in energy efficiency and renewable energy projects in public buildings that will save money by using less energy.
- \$15 million for the Conservation Corps for Energy Corps. This funding will support 10 crews and approximately 100 corps members to conduct energy

- audits and install energy efficiency and water conservation upgrades in public buildings over the next several years.
- \$75 million for the Department of Community Services and Development for energy efficiency upgrades and weatherization.
 - \$60 million for UC and CSU for renewable energy and energy efficiency projects.

Updated Jan. 19, 2016

A Note on State Identification of Disadvantaged Communities



[SB 535](#) (De León, Chapter 830, Statutes of 2012) requires that 25 percent of all non-utility cap and trade revenues be used to the benefit of disadvantaged communities. The bill requires [CalEPA](#) to identify disadvantaged communities based on geographic, socioeconomic, public health and environmental hazard criteria. This bill led to the development of the screening tool dubbed [CalEnviroScreen](#).

CalEPA has produced a [spreadsheet](#) identifying the census tract, overall CalEnviroScreen score, the CalEnviroScreen percentile, the pollution burden, population characteristics, total population, the county, zip code and nearest city.

For more information about disadvantaged communities, including interactive maps, please see <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>.

Some new programs include specific requirements to meet the requirements of SB 535, and are discussed in the program information sheets.

Updated Jan. 28, 2015

Affordable Housing and Sustainable Communities (AHSC) Program



Available Funding: \$400 million in FY 2015-16; 20 percent ongoing.

Administered by: the [Strategic Growth Council](#). It developed 2015-16 [guidelines](#) consistent with the eligibility and policy objectives in the statute. The council will work with other state agencies, like the [Air Resources Board](#) (ARB) and [Housing and Community Development Department](#) (HCD), because SGC is charged with leveraging the expertise of relevant state agencies and departments in implementing the program.

Eligible applicants: Local governments, transportation and transit agencies, for- and nonprofit developers.

Overview/Purpose: The purpose of the AHSC Program is to reduce greenhouse gas emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:

- reducing air pollution;
- improving conditions in disadvantaged communities;
- supporting or improving public health and other co-benefits;
- improving connectivity and accessibility to jobs, housing, and services;
- increasing options for mobility, including the implementation of the Active Transportation Program;
- increasing transit ridership;
- preserving and developing affordable housing for lower income households;
- protecting agricultural lands to support infill development.

Process: Funds will be allocated through a competitive process, funds will be allocated through a competitive process, “based on the merits of the proposal to support sustainable development that expands and improves transit, walking and bicycling infrastructure and provides opportunities to reduce vehicle miles traveled by supporting connectivity between housing and key destinations to bring about reduction of greenhouse gas emissions.”

Eligible projects:

The AHSC guidelines identify three project prototypes:

Transit-Oriented Development Project Areas (TOD): These projects must demonstrate vehicle miles traveled reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking by integrating high quality transit systems and key destinations including residential/mixed uses, with an emphasis on affordable housing development and disadvantaged community benefits within a neighborhood, district or corridor.

TOD examples include:

- projects improving access to public transit, biking or walking infrastructure and affordable housing or mixed-use areas, with a focus on connecting residents to key destinations, like schools and neighborhood retail (these could improve safe and accessible street projects, like improvements to bus stops or transit stations, access to schools, transit and parks or increasing visibility along pathways);
- similar projects impacting a larger geographic area, like a multi- or inter-modal regional transit hub;
- similar projects focused on improving transportation operations along a transit corridor.

Integrated Connectivity Project Areas (ICP): Projects must demonstrate vehicle miles traveled reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits. Note: Projects that include high quality transit are ineligible to apply as ICPs.

Rural Innovation Project Areas (RIPA): Projects must demonstrate vehicle miles traveled reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit within a rural area.

ICP / RIPA examples include:

- projects that improve transportation infrastructure, like bike/pedestrian connections from employment centers to transit, transit station improvements or a vanpool fleet paired with at least one additional capital or program use, like transit station improvements, an affordable housing development or a transit ridership program.

Special considerations and notes:

- At least 50 percent must be used for Affordable Housing (grants and loans)
- 50 percent of funds must benefit disadvantaged communities

- Target 35 percent of available funds to TODs
- Target 35 percent of available funds to ICPs
- Target 10 percent of available funds to RIPAs
- All project area types are subject to the following minimum and maximum award amounts: \$20 million maximum, \$1 million minimum for TODs or \$500,000 for ICPs and RIPAs
- For full program requirements, see the [2015-16 AHSC Program Guidelines](#)

How to access funds:

The 2015-16 application and review process timeline:

- January 2016: Release of 2015-16 Notice of Funding Availability;
- February 2016: Concept applications due;
- April 2016: Full applications due;
- July / August 2016: Awards announced.

For more information, contact: Strategic Growth Council, (916) 322-2318 or www.sgc.ca.gov

League Staff Contact: Jennifer Whiting, jwhiting@cacities.org

Updated Jan. 19, 2016

Sustainable Agricultural Land Conservation (SALC) Program



Available Funding: \$130 million in FY 2014-15; 20 percent ongoing (see below).

Administered by: [Strategic Growth Council](#) developed [guidelines](#) consistent with eligibility and policy objectives in the statute. SGC charged the [Department of Housing and Community Development](#) (HCD) with implementing the transportation and infrastructure elements of the SALC program, and the [California Natural Resources Agency](#) and the [Department of Conservation](#) with implementing agricultural land elements.

Overview/Purpose: The purpose of AHSC – including SALC – is to support projects that reduce greenhouse gas emissions (GHG) by implementing land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, as well as other related and coordinated public policy objectives. SALC will provide grants or loans to projects that will achieve GHG reductions by protecting agricultural lands through investments in strategic planning and agricultural easements, with the goals of avoiding greater GHG emissions from non-agricultural development and sequestering carbon. Other foreseen benefits include: ensuring food security, energy conservation, protecting wildlife habitat, and supporting both flood mitigation and groundwater recharge.

The FY 2015-16 [guidelines](#) for SALC include two investment types:

- **Agricultural Land Conservation Strategies and Outcomes:** Grants to counties, cities, and partners (agricultural organizations, land trusts, open-space districts) to design and implement a local or regional agricultural land conservation strategy that results in an outcome that reduces greenhouse gas emissions through the long-term protection of agricultural lands under threat of conversion by promoting regional growth within discrete boundaries. Up to \$2.5 million in FY 2015-16 will be allocated for grants of up to \$250,000 each. A minimum 10 percent local match is required.
- **Agricultural Conservation Easements:** Grants to protect important agricultural lands under threat of conversion via permanent agricultural conservation easements. Applicants may include cities, counties, nonprofit organizations, resource conservation districts, regional park or open-space districts or regional park or open-space authorities that have the conservation of farmland among their stated purposes. Up to

\$37.5 million is allocated in FY 2015-16. In addition, about \$400,000 in unallocated FY 2014-15 funds will be allocated. The program will require match funding (SALV may contribute up to 75 percent of fair-market value of conservation easements not in disadvantaged communities, up to 90 percent in disadvantaged communities).

Eligible projects:

Agricultural Land Conservation Strategies and Outcomes grants projects include:

- establishing an agricultural land mitigation program;
- establishing an agricultural conservation easement purchasing program;
- adoption of urban limit line or urban growth boundary;
- increasing zoning minimum for designated strategic agricultural areas;
- adoption of an agricultural greenbelt and implementation agreement.

Agricultural Conservation Easements: To be eligible for grant funding, the following criteria must be met:

- The parcel proposed for conservation is expected to continue to be used for, and is large enough to sustain, commercial agricultural production. The land is also in an area that possesses the necessary market, infrastructure, and agricultural support services, and the surrounding parcel sizes and land uses will support long-term commercial agricultural production.
- The applicable city or county has a general plan that demonstrates a long-term commitment to agricultural land conservation. This commitment shall be reflected in the goals, objectives, policies, and implementation measures of the plan as they relate to the project geographic area within the county or city where the easement acquisition is proposed.
- The grant proposal is consistent with the city or county general plan, and the governing body of the city or county, by resolution, approves the grant proposal.

Schedule

Feb. 16, 2015: Pre-proposal submissions due to the Department of Conservation.

May 2, 2016: Final proposals due.

For more information, contact: the Strategic Growth Council, (916) 322-2318 or <http://sgc.ca.gov>.

League Staff Contact: Jennifer Whiting, jwhiting@cacities.org

Updated Jan. 20, 2016

Low Carbon Transportation / Clean Vehicle Rebate Project



Available Funding: \$350 million in FY 2015-16.

Administered by: [State Air Resources Board](#).

Purpose/Overview: se the governor's goals for the investment of Cap-and-Trade proceeds are consistent with the established objectives of the [Air Quality Improvement Program](#) (AQIP), and because of the past success of the AQIP program structure, the AQIP and [Low Carbon Transportation Greenhouse Gas Reduction Investments](#) have been combined into a single funding plan.

The funding plan includes the popular [Clean Vehicle Rebate Project](#), which promotes the purchase of battery electric, plug-in hybrid electric, and fuel cell vehicles. Rebates of up to \$5,000 per light-duty vehicle are available for individuals, nonprofits, government entities, and business owners who purchase or lease an eligible vehicle.

The CVRP also includes a [Public fleet pilot project](#) intended to increase incentives for public entities that own and operate vehicles in disadvantaged communities. The Public Fleet Pilot Project rebate replaces the standard CVRP rebate for eligible public entities and offers rebates of up to \$15,000 for fuel-cell electric vehicles, \$10,000 for battery-electric vehicles and \$5,250 for plug-in hybrid electric vehicles. Fleets not eligible for the pilot project may still apply for standard CVRP rebates.

Process: The Air Resources Board approved the [FY 2015-16 Low Carbon Transportation Investments and AQIP funding plan](#) in June 2015. For the CVRP, included [income caps](#) for higher-income consumers and increased rebate levels for low- and moderate-income consumers. To apply for the CVRP or Public fleet pilot project, see <https://cleanvehiclerebate.org>. For more information about other Low Carbon Transportation and AQIP projects, see <http://www.arb.ca.gov/msprog/aqip/aqip.htm>

Eligible Projects:

Combined AQIP / Low Carbon Transportation funding allocations:

Light-duty vehicle projects

CVRP: \$160 million

Light-duty pilot projects to benefit disadvantaged communities: \$37 million

Heavy-duty vehicle and equipment projects

Hybrid and zero-emission truck and bus voucher incentive project (HVIP): \$10 million

Low NOx truck incentives: \$5 million

Zero-emission truck pilot commercial deployment projects: \$20 million

Zero-emission bus pilot commercial deployment projects: \$45 million

Advanced technology demonstration projects: \$59 million

Zero-emission freight equipment pilot commercial deployment projects: \$9 million

Truck loan assistance program: \$15 million

Special considerations and notes:

- ARB is targeting at least 50 percent of Low Carbon Transportation funds to benefit disadvantaged communities

For more information, contact: State Air Resources Board, (916) 322-6369 or

<http://www.arb.ca.gov>.

Updated Jan. 19, 2016

Low-Income Weatherization Program (LIWP)



Available Funding: \$75 million in FY 2014-15 (one-time funding).

Administered by: [Department of Community Services and Development](#) (CSD).

Overview/Purpose: The [Low-Income Weatherization Program](#) will install rooftop solar systems, solar hot water heater systems and weatherization measures on low-income households in disadvantaged communities to reduce greenhouse gas emissions and save energy. The program targets all of the funds to benefit disadvantaged communities.

Full guidelines for the multi-family program are [available here](#). Guidelines for single-family and small multi-family, as well as single-family solar, are [available here](#).

Eligibility: Selected providers will offer services on a first-come, first-basis to homeowners or renters that meet income guidelines: 60 percent of state median income for weatherization, 80 percent of area median income for solar PC. All projects must reduce greenhouse gas emissions, and all households served must be in disadvantaged communities.

Timeline: CSD began assessment and installation for single- and small, multi-family homes during the first quarter of 2015. It plans to complete installations by December 2016.

For More Information: Visit <http://www.csd.ca.gov>.

League Contact: Jason Rhine, jrhine@cacities.org or (916) 658-8264

Updated Jan. 19, 2016

Transit and Intercity Rail Capital Program



Available Funding: \$265 million in FY 2015-16, 10 percent ongoing.

Administered by: [California State Transportation Agency](#) (CalSTA) and [California Department of Transportation](#) (Caltrans).

Overview/Purpose: Provide grants to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases. Stated policy objectives include:

- * reduce greenhouse gas emissions
- * expand and improve rail service to increase ridership
- * integrate the rail service of the state's various rail operators, including integration with the high-speed rail system
- * improve rail safety

Eligible applicants: Public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity or commuter passenger rail service or urban rail transit service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus services and vanpool services).

Eligible projects:

- Rail capital projects, including acquisition of rail cars and locomotives, that expand, enhance, and improve existing rail systems and connectivity to existing and future rail systems, including the high-speed rail system.
- Intercity and commuter rail projects that increase service levels, improve reliability and decrease travel times.
- Rail integration implementation, including integrated ticketing and scheduling systems, shared-use corridors, related planning efforts and other service integration initiatives.
- Bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions.

Process: 2015-16 awards have been announced. [2016-17 draft program guidelines are now available](#). CalSTA plans to publish final program guidelines on Feb. 4, 2016. Applications should be submitted to Caltrans by April 5, 2016.

According to the draft guidelines, primary evaluation of projects will be based on how well a project meets the program's objectives: reducing greenhouse gas emissions, increasing ridership through expanded and improved rail and transit service, integrating the services of the state's various rail and transit operations, and improving safety.

Secondary evaluations will be based on: co-benefits that support the implementation of sustainable communities strategies, benefit to disadvantaged communities, project priorities developed through the collaboration of rail operators, state agencies and local or regional rail operators, geographic equity, consistency with a plan or strategy contained in an adopted Sustainable Communities Strategy, the extent to which a project has supplemental, non-state funding committed to it, integration across other modes of transit, and, for expansions of service, the presence and quality of a financial plan.

Special considerations and notes:

- At least 25 percent of available funding must benefit disadvantaged communities
- At least 10 percent of available funding must be located in disadvantaged communities

Timeline

Jan. 21, 2016: CalSTA presents draft guidelines to California Transportation Commission

Feb. 4, 2016: CalSTA publishes final program guidelines

Feb. 5, 2016: Call for projects

April 5, 2016: Project applications due to Caltrans

Aug. 1, 2016: CalSTA publishes list of approved projects

Aug. 17, 2016: Present project list to California Transportation Commission

For more information: www.dot.ca.gov/hq/MassTrans or contact Bruce Roberts, CalTrans Division of Rail and Mass Transit, (916) 653-3060

League Staff Contact: Jennifer Whiting, jwhiting@cacities.org

Updated Jan. 19, 2016

Low-Carbon Transit Operations Program



Available Funding: \$100 million in FY 2015-16, 5 percent ongoing.

Administered by: [CalTrans](#) in coordination with the [State Air Resources Board](#) and the State Controller's Office.

Overview/Purpose: Provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and increase transit ridership, with a priority to serve disadvantaged communities. [Full 2015-16 guidelines are available here.](#)

Eligible applicants: Transit agencies and local governments.

Process: By Sept. 1 of each fiscal year, the State Controller's Officer will release the notification of funding available for each transit agency for the fiscal year. Once notified, eligible recipients may submit project information to Caltrans to confirm eligibility of proposed expenditures. All project proposals must be received by Feb. 1 of that fiscal year in order to receive funds during that fiscal year.

Eligible projects:

Operational projects

- Implementing new transit service (examples: new routes, lines)
- Expanding / enhancing transit service (extending transit routes, service hours; increasing service frequency, capacity)
- Providing alternative transit options that use zero-emission or hybrid vehicles to improve mobility (vanpooling, shuttles, bikesharing)
- Network /fare integration (universal fare cards for multiple transit systems)
- Free or reduced-fare transit vouchers
- As a component of an operational project, certain equipment / supportive infrastructure purchases are also fundable (zero-emission or hybrid vehicles, charging and fueling stations, solar panels)

Capital projects

- Installing new stops / stations for bus or rail service
- Installing new transit stops / stations that connect to bike / pedestrian paths

- Upgrading transit stops / stations to support active transportation and encourage ridership (bikesharing facilities, bike racks, covered benches, energy efficient lighting)
- Upgrading transit vehicles to support active transportation and encourage ridership (bike racks on buses, bike storage on railcars)
- As a component of capital projects, funding may be available for installing renewable energy, like solar panels, or maintenance or operations to support expanded transit facilities

Special considerations and notes:

- 50 percent must be expended for disadvantaged communities

Timeline:

Feb. 1, 2016: Transit agencies submit expenditure proposals to Caltrans

May 1, 2016: Caltrans and Air Resources Board review and approve list of projects and submit to State Controller's Office

June 1, 2016: Controller's Office releases approved amount of funds to recipients

For more information: www.dot.ca.gov/hq/MassTrans or Bruce Roberts, Caltrans Division of Rail and Mass Transit, (916) 653-3060.

Updated Jan. 19, 2016

Waste Diversion



Available Funding: No allocation in 2015-16 (\$25 million in FY 2014-15 / one-time funding).

Administered by: [Department of Resources Recycling and Recovery](#).

Overview/Purpose: Provide to public and private entities financial incentives for capital investments in composting/anaerobic digestions infrastructure and recycling manufacturing facilities that will result in reduced greenhouse gas emissions. Other activities include new or expanded infrastructure for manufacturing products with recycled fiber, plastic or glass. The projects prioritize environmental and economic benefits for disadvantaged communities.

- [Organics Grant Program](#): The purpose of this competitive grant program is to lower overall GHG by expanding existing capacity or establishing new facilities to reduce the amount of green materials, food materials and alternative daily cover being sent to landfills.
- [Organics Loan Program](#): The purpose of this program is to lower overall GHG by providing loans to expand or build facilities to process California-generated green or food materials into value-added products.
- [Recycled Fiber, Plastic and Glass Grant Program](#): The purpose of this competitive grant program is to reduce overall GHG by expanding or building facilities that use California-generated postconsumer recycled paper, textiles, carpet, wood, plastic or glass to manufacture products.

Eligible Applicants:

- Government entities: cities, counties, cities and counties, regional or local sanitation agencies, waste agencies, and joint power authorities.
- Private, for-profit entities. For purposes of this program, a “private, for-profit entity” is defined as a business intended to operate at a profit and return a profit to its owners. This definition includes benefit corporations, as defined in Corporations Code section 14601(a).
- Nonprofit organizations (except private schools) registered with the federal government under 501(c)3, (c)4, (c)6 or (c)10 of the Internal Revenue Code.

Eligible Projects:

Organic Material Projects (for applications submitted at any time): Construction, renovation or expansion of facilities in California that compost, anaerobically digest, and/or use the related digestion or fermentation processes to turn green or food materials into products.

Recycled Fiber, Plastic, and Glass Projects (for applications submitted after Dec. 1, 2014, if funding is available): Construction, renovation or expansion of manufacturing facilities in California using California-generated recycled-content fiber, plastic, or glass to produce products. (Excludes projects that use pyrolysis, gasification or other thermal conversion technologies to create products, projects that collect, sort and/or bale waste material, and projects in which the applicant intends to produce an intermediate product only).

Eligible Costs

- Purchase of equipment and machinery.
- Real estate improvements associated with the installation of the equipment and machinery.

Special considerations and notes:

Organic Material Projects: Projects must be located in California and result in permanent, annual, and measurable:

- Reductions in GHG emissions from the handling or landfilling of California-generated green and food materials; and
- Increase in quantities (tons) of California-generated greenwaste, food materials, and/or alternative daily cover 1) diverted from a landfill(s) and 2) composted or digested.

Recycled Fiber, Plastic, and Glass Projects: Projects must be located in California and result in permanent, annual and measurable:

- Reductions in GHG emissions by manufacturing products with California-generated recycled-content fiber, plastic or glass; and
- Increases in the quantity (tons) of California-generated recycled-content fiber, plastic or glass materials diverted from a landfill(s) and used to manufacture products.

For more information: Join the [Greenhouse Gas Reduction Programs Listserv](#) to be notified for program updates and when funding becomes available.

For program-specific questions, contact CalRecycle staff at
GHGReductions@CalRecycle.ca.gov.

League Contact: Jason Rhine, <mailto:jrhine@cacities.org> or (916) 658-8264

Updated Jan. 19, 2016

Urban and Community Forestry Program GHG Reduction Fund (GGRF)



Available Funding: No allocation in FY 2015-16 (\$25 million in FY 2014-15 / One-time Funding).

Administered by: [Department of Forestry and Fire Protection](#) (Cal Fire). [Draft guidelines for 2016-17](#) have been released.

Overview/Purpose: There were [five grant programs in 2014-15](#):

Green Trees For The Golden State: Grants of \$150,000 to \$750,000 for urban tree planting projects and tree establishment care during the grant period. Preference was given to the planting of trees to optimize the multiple benefits of urban forests in environmental justice communities with special attention given to GHG sequestration and avoided GHG emissions.

Urban Forest Management For GHG Reduction: Grants of \$150,000 to \$750,000 for cities, counties, and districts only to establish a new jurisdiction-wide tree inventory, and/or urban forest mapping and analysis, and/or long term management plan or updating existing versions of these critical management components. Projects could include policy integration and ordinance development. Applicants were required to show how GHG will be reduced by the project.

Urban Wood and Biomass Utilization: Grants of \$150,000 to \$500,000 for projects that would use urban woody biomass for its highest and best use, diverting it from the urban waste stream and avoiding GHG emissions while sequestering GHG for a longer time period.

Woods in the Neighborhood: Grants of \$200,000 to \$1.5 M to assist local entities to purchase and improve unused, vacant urban neighborhood properties in environmental justice communities or to serve such communities for purposes consistent with the Urban Forestry Act. These projects were required to demonstrate how GHG will be reduced.

Green Innovations Projects: Grants of \$200,000 to \$1.5 M for urban green infrastructure projects falling within the scope of the Urban Forestry Act of 1978 that did not fit into one of the other Urban Forestry Grant Programs above. These projects were required to

be unique and forward-thinking and show how GHG would be reduced. Selection was to be strongly focused on environmental justice communities.

Eligible applicants: Unless otherwise noted, eligible entities were cities, counties, districts, and 501C(3) non-profit organizations.

Special considerations and notes:

Location: All projects must be located in or immediately adjacent to an [urban area as defined by the U.S. Census Bureau](#).

For more information, contact a Cal Fire regional urban forester for assistance:

Glenn Flamik
Sacramento, CA 94244-2460
(916) 201-8942
Glenn.Flamik@fire.ca.gov

James Scheid
Santa Rosa, CA 95401
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League Staff Contact: Jason Rhine, jrhine@cacities.org, or (916) 658-8264.

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ASSOCIATION OF BAY AREA GOVERNMENTS

Representing City and County Governments of the San Francisco Bay Area



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