

South Bay Cities Council of Governments

June 8, 2015

TO: Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Bills to Monitor and for Action – **Status as of June 7, 2015**

Adherence to Strategic Plan:

Goal B: Regional Advocacy. Advocate for the interests of the South Bay.

ECONOMIC DEVELOPMENT

<p>AB 306 (Hadley)</p>	<p>Public schools: attendance alternatives: children of military personnel. Authorizes a parent enlisted in the military and on active duty of a pupil enrolled in a school district of residence, as defined, to submit an application for the pupil to attend a school in any school district of choice, as defined.</p>	<p>SUPPORT (4/23/15) (4/26/15 ltr sent to Asm Educ Comm)</p>	<p>5/28/15 Senate Rules Committee</p>
<p>AB 442 (Irwin)</p>	<p>Governor’s Military Council. Existing law establishes the California Military Department, which contains the California National Guard, the State Military Reserve, and other offices. This bill would codify the Governor’s Military Council, under the direction of the California Military Department, and would provide for appointment to the council by the Governor. The bill would require that the appointments shall include, but not be limited to, bipartisan representatives from both houses of the Legislature. The provisions of this bill would be repealed on 1/1/21.</p>	<p>MONITOR</p>	<p>6/2/15 Senate Veterans’ Affairs Committee</p> <p>Base closure groups are following this bill.</p>
<p>AJR #11 (Burke & Atkins - Allen is co-author)</p>	<p>Relative to military bases. Memorializes the President and the Congress of the United States, to not only recognize the unique military value of California’s defense installations, but also continue to consider all of the following: (a) California’s unparalleled land, air, and sea ranges that provide the ability to train all types of forces, year round, in every type of warfare effectively, efficiently & economically. (b) California’s strategic location in the Pacific Theater is critical in executing the National Defense Strategy strategic shift to the Pacific region by allowing for rapid deployment to trouble spots in Asia. (c) California’s ability to recruit and train highly skilled and educated personnel.</p>	<p>SUPPORT (4/23/15) (Ltr sent 5/1/15)</p>	<p>5/7/15 Senate Veterans Affairs Committee</p>

	<p>(d) Existing synergies between military installations and the private sector.</p> <p>(e) Economic impact on existing communities in the vicinity of military installations.</p> <p>(f) Our incomparable quality of life, which enhances personnel retention.</p> <p>(g) The vast intellectual capital that has been developed in California since World War II.</p> <p>(h) The disproportionate sacrifices California has endured in previous BRAC rounds.</p>		
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ELECTION PROCESS

<p>AB 347 (Chang)</p>	<p>Los Angeles County City Selection Committee. Streamlines the LA County City Selection Committee quorum process by specifying that if the Mayor is not present at the meeting, then another member of that council can vote, based on seniority.</p>	<p>SUPPORT (4/23/15) (Ltr sent to Asm. 5/1/15 & Ltr sent to Sen. Gov & Finance 6/1/15)</p>	<p>5/28/15 Senate Government and Finance Committee</p>
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ENVIRONMENT

<p>AB 779 (Garcia)</p>	<p>Environmental quality: transit priority areas. This bill delays, until July 1, 2017, the effective date of revised CEQA guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, i.e. within one-half mile of major transit stop. SB 743 (Steinberg) among other things, directed OPR to propose revisions to the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts of projects within transit priority areas that are not based on level-of-service (LOS). LOS has been criticized as an outdated metric because it does not consider person delay and neglects transit, pedestrians, and bicycles. Many believe that an over-reliance on LOS considerations by planners has led to widening intersections and roadways to move automobile traffic faster at the expense of other modes of transportation. LOS has also been criticized as a barrier to infill and transit oriented development.</p>	<p>MONITOR</p>	<p>6/3/15 Senate Rules Committee</p>
<p>SB 32</p>	<p>California Global Warming Solutions Act of 2006:</p>	<p>MONITOR</p>	<p>6/4/15</p>

(Pavley)	emissions limit. This bill would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria.		Assembly Desk
SB 485 (Hernandez)	County of Los Angeles: sanitation districts. Authorizes specified sanitation district in LA County to acquire, construct, operate, maintain, and furnish facilities for the diversion, management, and treatment of stormwater and dry weather runoff, the discharge of the water to the stormwater drainage system and the beneficial use of the water.	SUPPORT (4/23/15) (Ltr sent to Sen. 5/1/15 & to Asm Local Gov Comm 6/1/15)	5/28/15 Assembly Local Government Committee Would provide cost-effective flexibility to achieve compliance with municipal stormwater requirements through collaboration among existing local agencies in LA County.

TRANSPORTATION

ACA 4 (Frazier)	Local government transportation projects: special taxes: voter approval. The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the	SUPPORT (5/25/15) (Ltr to Asm Rev & Tax sent 6/1/15)	4/28/15 Assembly Revenue and Taxation Committee
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	same election.		
SB 767 (De Leon)	Metro Sales Tax: Authorizes Metro to place a sales tax measure on a future ballot. Specifies that it include an expenditure plan that identifies the projects and programs to be funded by the tax and limits Metro's admin costs to 1.5% of total revenues. Authorizes Metro to bond against future proceeds from the tax. Exempts the new tax from the cap on locally imposed sales taxes	MONITOR	6/4/15 Assembly Desk
HR 935 (Hahn)	National Freight Network Trust Fund Act of 2015. Amends the Internal Revenue Code to establish the National Freight Network Trust Fund, from which expenditures shall be made to fund awards under the National Freight Network Grant Program. Appropriates to the Fund amounts equivalent to 5% of the import duties imposed under the Harmonized Tariff Schedule of the United States. Establishes such Program in the Department of Transportation, under which the Secretary of Transportation shall make grants to states, regional or local transportation organizations, or port authorities to assist projects that improve the performance of the national freight network. Directs the Secretary to evaluate and select projects on a competitive basis by considering their potential to: generate national economic benefits, improve the performance of key corridors and gateways, reduce congestion, improve transportation safety, and enhance the network. Requires the Secretary to update the national freight network every five years.	MONITOR	2/13/15 House Transportation & Infrastructure & Ways and Means Committees Sub-committee on Railroads, Pipelines & Hazardous Materials
HR 1697 (Hahn)	Electric Charging and Refueling Act. To amend the Internal Revenue Code of 1986 to extend and modify the tax credit for electric vehicle recharging property. Under specified conditions, there shall be allowed as a credit against the tax imposed by this chapter for the taxable year an amount equal to 50 percent of the cost of any qualified electric vehicle recharging or refueling property placed in service by	MONITOR	3/26/15 House Committee on Ways and Means

	the taxpayer during the taxable year.		
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Upcoming State Legislative Deadlines:

- *May 22 – Last day for policy committees to meet until June 8, 2015*
- *May 29 – Last day for Appropriations Committees to meet until June 8, 2015*
- *June 5 – Last day for bills to be passed out of their house of origin*

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