

# South Bay Cities Council of Governments

February 8, 2016

TO: Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Bills to Monitor and for Action – **Status as of February 1, 2016**

**Adherence to Strategic Plan:**

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

**ECONOMIC DEVELOPMENT**

<p>AB 718 (Chu)</p>	<p>Local government: powers. Would prohibit the legislative body of a city, county, or city and county from prohibiting or otherwise subjecting to civil or criminal penalties, or removing or impounding a motor vehicle by reason of, the act of sleeping or resting in a lawfully parked motor vehicle. The bill would also find and declare that the provisions of the bill address the health and safety of homeless individuals, a matter of statewide concern, and that therefore, they apply to charter cities, charter counties, and charter cities and counties.</p>	<p>OPPOSE (7/23/15) (Ltr to author 7/30/15)</p>	<p>9/10/15 Sent to Inactive File 7/14/15 Senate Third Reading</p>
<p>AB 907 (Burke)</p>	<p>Career training: adult students. Would authorize the Superintendent of Public Instruction to certify, by name, any regional occupational center or program, county office of education, or adult education program, that provides a program of training to prepare adult students for gainful employment in a recognized occupation, to legally authorize the center, program, or office to provide an educational program beyond secondary education, as specified.</p>	<p>SUPPORT (7/23/15) (Ltr to Sen Educ 7/30/15)</p>	<p>6/11/15 Senate Education Committee</p>
<p>SB 786 (Allen)</p>	<p>Adult education: Adult Education Block Grant Program. Existing law establishes the Adult Education Block Grant Program under the administration of the Chancellor of the California Community Colleges and the that the chancellor and the Superintendent, with the advice of the executive director, (1) certify the amount of state funds required to be expended for adult education by joint powers authorities consisting of one or more community colleges, school districts, or county offices of education, or a combination of these, (2) apportion an amount to each of these joint powers authorities in accordance with the same formula,</p>	<p>SUPPORT (7/23/15) (Ltr sent 7/14/15 based on pre- existing position)</p>	<p>7/16/15 Assembly Appropriations Committee Suspense File</p>

	and (3) allocate to each consortium the funds that remain after this apportionment, as specified. In regard to these joint powers authorities, the deadlines in existing law would not apply.		
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**ENVIRONMENT**

SB 32 (Pavley)	California Global Warming Solutions Act of 2006: 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.	MONITOR	9/11/15 Assembly Natural Resources Committee
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**TRANSPORTATION**

AB 620 (Hernandez)	High-occupancy toll lanes: exemptions from tolls. This bill would require LACMTA to take additional steps, beyond the previous implementation of a low-income assistance program, to increase enrollment and participation in the low-income assistance program, as specified, through advertising and work with community organizations and social service agencies. The bill would also require LACMTA and the Department of Transportation to report to the Legislature by December 31, 2018, on efforts to improve the HOT lane program, including efforts to increase participation in the low-income assistance program.	OPPOSE (1/28/16) (Ltr to author 1/29/16)	1/28/16 Senate Rules Committee
AB 779 (Garcia)	Transportation: congestion management program: AMENDED 8/19/15 This bill would revise the definition of "infill opportunity zone" to not require that it be within a specified distance of a major transit stop or high-quality transit corridor. The bill would revise the requirements for a congestion management program by removing traffic level of service standards established for a system of highways and roadways as a required element and instead requiring	OPPOSE (6/25/15)  As amended, <b>RECOMMEND MONITOR</b>	8/24/15 Senate Appropriations Committee

	<p>measures of effectiveness for a system of highways and roadways. The bill would also require the program to analyze the relationship between local land use decisions and regional transportation systems, instead of analyzing impacts of the land use decisions on the transportation systems. The bill would delete existing law's prohibition on including an estimate of the costs of mitigating the impacts of interregional travel and the requirement that the program provide credit for local public and private contributions to improvements to regional transportation systems. The bill would also require, to the extent the program identifies capacity enhancements, the evaluation of the potential for capacity enhancement to induce additional travel.</p>		
<p>ACA 4 (Frazier)</p>	<p>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 same election.</p>	<p>SUPPORT (5/25/15) (Ltr to Asm Rev &amp; Tax sent 6/1/15)</p>	<p>8/19/15 Assembly Appropriations Committee Suspense File</p>

FEDERAL

<p>HR 935 (Hahn)</p>	<p>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.</p>	<p>MONITOR</p>	<p>2/13/15 House Transportation &amp; Infrastructure &amp; Ways and Means Committees Sub-committee on Railroads, Pipelines &amp; Hazardous Materials</p>
<p>HR 1697 (Hahn)</p>	<p>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 the taxpayer during the taxable year.</p>	<p>MONITOR</p>	<p>3/26/15 House Committee on Ways and Means</p>