

# South Bay Cities Council of Governments

April 13, 2017

TO: SBCCOG Legislative Briefing

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Bills to Monitor and for Action – Status as of **April 8, 2017**

Adherence to Strategic Plan:

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

**ENVIRONMENT**

<p>AB 1646-1649 (Muratsuchi)</p>	<p>Relating to Refineries:  <u>1646</u> – Hazardous materials: risk management plans: petroleum refineries - requires the risk management plan of a petroleum refinery to be posted on the web at various places specified. Provides for a system of automatic notification for residents within a 5 mile radius, an audible alarm system covering a 10 mile radius and an emergency alert system for specified locations (ex. schools, hospitals)</p> <p><u>1647</u> – Petroleum refineries: air monitoring systems - requires the owner or operator of a petroleum refinery to install a community air monitoring system on or before January 1, 2020 and to install a fence-line monitoring system on or before January 1, 1919.</p> <p><u>1648</u> – Refineries: inspectors - increases number of inspectors</p> <p><u>1649</u> – Interagency Task Force on Refinery Safety - creates task force.</p>	<p>MONITOR</p>	<p>2/17/17          Introduced          1646 – Asm Environmental Safety &amp; Toxic Materials Committee          Hearing Date: 4/25/17</p> <p>1647 – Asm Natural Resources Committee          Hearing Date: 4/17/17</p> <p>1648 – Asm Labor and Employment Committee          Hearing <b>postponed</b></p> <p>1649 – 4/5/17  <b>Assembly Appropriations Comm; passed policy committee</b></p>
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<p>SB 618 (Bradford)</p>	<p>Load-serving entities: integrated resource plans: This bill would require that the integrated resource plan filed by a load-serving entity be reviewed and approved by the commission. The bill would require that the plans of all load-serving entities contribute to a diverse and balanced portfolio of resources needed to ensure a reliable electricity supply that provides optimal integration of renewable energy in a cost-effective manner and meets the specified emissions limits for greenhouse gases in proportion to each load-serving entity's load share so that there is no cost shifting among load-serving entities.</p>	<p>MONITOR</p>	<p><b>Senate Environmental Quality Comm.</b> <b>Hearing Date: 4/19/17</b></p> <p>NOTE: Could restrict CCA power purchases</p> <p><b>LCC opposes</b></p>
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REVENUE

<p>AB252 (Ridley-Thomas)</p>	<p>Local government: taxation: prohibition: video streaming services. Existing law authorizes counties, cities, and other local agencies to impose various taxes and fees in connection with activity or property within those jurisdictions. The California Constitution also authorizes a charter city to levy local taxes to raise revenues for local purposes, subject to restrictions imposed by that city's charter or preemption in matters of statewide concern. This bill, until January 1, 2023, prohibits the imposition by a city, city and county, or county, including a chartered city, city and county, or county, of a tax on video streaming services, including, but not limited to, any tax on the sale or use of video streaming services or utility user taxes.</p>	<p>OPPOSE (3/23/17) (Ltr sent to author &amp; Asm Rev &amp; Tax Comm. 3/24/17)</p>	<p><b>Assembly Revenue and Taxation Committee</b> <b>Hearing Date: 4/24/17</b></p>
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TRANSPORTATION

<p>AB 1 (Frazier) &amp; SB 1 (Beall)</p>	<p>Transportation Funding. AB 1 and SB 1 would raise revenue over a variety of sources:</p> <ul style="list-style-type: none"> <li>• A 12 cent increase to the gas tax (SB 1 would ask to phase this increase in over 3 years);</li> <li>• Ending the Board of Equalization’s “true up” process on the unreliable price based excise tax on gas;</li> <li>• A \$38 increase to the vehicle registration fee;</li> <li>• A \$100 vehicle registration fee on zero emission vehicles;</li> <li>• A 20 cent increase to the diesel excise tax;</li> <li>• \$300 million from existing cap and trade funds; and</li> <li>• \$500 million in vehicle weight fees phased in over five years.</li> </ul> <p>Through these revenue sources, AB 1 and SB 1 would generate an additional \$6 billion annually to provide funding for the state and local transportation network. In addition to raising revenue, the proposal includes a series of reforms to addressing efficiency, transparency, and accountability.</p>	<p>SUPPORT (3/23/17) (Ltr for SB 1 sent to Sen. Approp Comm 3/24/17)</p>	<p>AB 1 – 1/19/17 Assembly Transportation Committee</p> <p><b>SB 1 – 4/6/17 – to enrollment</b></p> <p>Both are urgency bills requiring a 2/3 vote</p>
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