

South Bay Cities Council of Governments

May 26, 2016

TO: SBCCOG Board of Directors

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Bills to Monitor and for Action – Status as of **May 17, 2016**

Adherence to Strategic Plan:

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

ECONOMIC DEVELOPMENT

AB 718 (Chu)	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.	OPPOSE (7/23/15) (Ltr to author 7/30/15)	5/17/16 Senate Inactive File
AB 907 (Burke)	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.	SUPPORT (7/23/15) (Ltr to Sen Educ 7/30/15)	6/11/15 Senate Education Committee

<p>AB 1800 (Hadley)</p>	<p>Utility outage compensation claims: annual posting. This bill would require each electrical corporation and local publicly owned electric publicly owned utility to annually post on its Internet Web site specified information site specified information relating to utility outage compensation claims for the previous year. These requirements would be applicable to those outages that the ISO, the commission, or the utility has determined are the fault of the utility.</p>	<p>MONITOR</p>	<p>5/11/16 Assembly Appropriations Suspense File</p>
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ENVIRONMENT

<p>AB 2501 (Bloom)</p>	<p>Housing: density bonuses. This bill would require local government to adopt procedures and timelines for processing a density bonus application, provide a list of documents and information required to be submitted with the application in order for it to be deemed complete, and notify the applicant whether it is complete. By increasing the duties of local officials, this bill would impose a state-mandated local program. The bill would prohibit a local government from requiring additional reports or studies to be prepared by the developer as a condition of the application. Would also require each component of any density calculation that results in fractional units to be rounded up to the next whole number.</p>	<p>OPPOSE (4/28/16) (Ltr sent to Asm Approps Comm 5/4/16)</p> <p>LCC opposed</p>	<p>5/19/16 Assembly Third Reading</p>
<p>AB 2693 (Dababneh)</p>	<p>Contractual assessment: financing requirements. Existing law defines "property assessed clean energy bond," commonly known as a PACE bond, to mean a bond that is secured by a voluntary contractual assessment or by certain special taxes on property, as specified. This bill would delete the reference to bonds secured by special taxes.</p>	<p>OPPOSE (ltr sent to Asm Com 4/13/16 and faxed 5/3/16)</p> <p>LCC & CSAC oppose, SBCCOG chair approved</p>	<p>5/19/16 Assembly Third Reading</p>
<p>SB 32 (Pavley)</p>	<p>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</p>	<p>MONITOR</p>	<p>9/11/15 Assembly Natural Resources Committee</p>

	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.		
SB 1229 (Jackson & Stone)	Home-generated pharmaceutical waste: secure drug take-back bins. Under existing law, the Medical Waste Management Act, the State Department of Public Health regulates the management and handling of medical waste, including pharmaceutical waste, as defined. The act generally prohibits a person from transporting, storing, treating, disposing, or causing the treatment of medical waste in a manner not authorized by the act. A violation of that provision is a crime. This bill would provide that a collector, as defined, is not liable for civil damages, or subject to criminal prosecution, for maintaining a secure drug take-back bin on its premises if the collector, in good faith and not for compensation, takes specified steps, including that the collector regularly inspects the area surrounding the secure drug take-back bin for potential tampering or diversion, to ensure the health and safety of consumers and employees and the proper disposal in the waste stream of home-generated pharmaceutical waste, as defined, contained in the bins.	SUPPORT (4/28/16) (Ltr sent to authors 5/4/16) Supported by LA County Solid Waste Management Committee/Integra ted Task Force	Assembly Judiciary Committee Hearing Date: 6/8/16

PUBLIC SAFETY

AB 1745 (Hadley)	Public Safety: funding. This bill would appropriate \$85,000,000 from the General Fund in the State Treasury to be allocated by the State Controller to each city's and city and county's Supplemental Law Enforcement Services Account. The bill would require the county auditor for a county to allocate moneys received from that appropriation to the county, each city within the county, and certain special districts, as specified. The bill would authorize a local agency that receives funds from that allocation to use the funds for front-line law enforcement activities, including drug interdiction, anti-gang, community crime prevention, and juvenile justice programs	MONITOR	5/4/16 Assembly Appropriations Suspense File
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TRANSPORTATION

<p>AB 620 (Hernandez)</p>	<p>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.</p>	<p>MONITOR (2/8/16) OPPOSE (1/28/16) (Ltr to author 1/29/16)</p>	<p>218/16 Senate Transportation and Housing Committee</p>
<p>AB 779 (Garcia)</p>	<p>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 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>OPPOSE (6/25/15)</p>	<p>8/24/15 Senate Appropriations Committee</p>
<p>AB 1591 (Frazier)</p>	<p>Transportation Funding: 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</p>	<p>MONITOR</p>	<p>2/1/16 Assembly Transportation Committee</p>

	<p>criteria to ensure efficient use of the 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 \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined.</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 & Tax sent 6/1/15)</p>	<p>8/19/15 Assembly Appropriations Committee Suspense File</p>
<p>SBX1-1 (Berryhill)</p>	<p>Environmental quality: transportation infrastructure. Would generate about \$4.5 billion annually for transportation for state highways and local streets and roads maintenance. Would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions, including providing notice to an affected public agency of the project's exemption. Would</p>	<p>MONITOR</p>	<p>4/21/16 Senate Appropriations Committee</p>

	<p>also, in an action or proceeding seeking judicial review under CEQA, prohibit a court from staying or enjoining a transportation infrastructure project that is included in a sustainable communities strategy or an alternate planning strategy and for which a programmatic EIR has been certified unless it makes specified findings. For purpose of these provisions, the bill would specify that a transportation infrastructure project includes a project that consists of new construction of transportation infrastructure or a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure.</p>		
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REMOVED FROM MATRIX - Died

AB 2522 (Bloom) – Land use: attached housing development. SBCCOG opposed 4/28/16.
 SB 876 (Liu) – Homelessness. Resting in public spaces.

May Legislative Deadlines

May 13 Last day for **policy committees** to meet prior to June 6

May 27 Last day for **fiscal committees** to hear and report to the Floor bills introduced in their house
 Last day for **fiscal committees** to meet prior to June 6

May 31-June 3 – Floor Session only: No committee meetings except Rules Committee

June Legislative Deadlines

June 3 Last day for each house to pass bills introduced in that house

June 6 Committee meetings may resume

June 15 Budget Bill must be passed by midnight

June 30 Last day for a legislative measure to qualify for the Nov. 8 General Election ballot

July Legislative Deadlines

July 1 Last day for **policy committees** to meet and report bills. **Summer Recess** begins upon adjournment provided Budget Bill has been passed

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 & Infrastructure & Ways and Means Committees Sub-committee on Railroads, Pipelines & 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>