

AGENDA

Legislative Committee

The next meeting of the Legislative Committee will be as follows.

PLEASE NOTE THAT WE WILL BE MEETING AT 5:30 P.M.

in the 2nd Floor Auditorium

Date: Thursday, June 12, 2014 - 5:30 p.m. to 6:30 p.m.
 Place: San Mateo County Transit District Office¹
 1250 San Carlos Avenue
2nd Floor Auditorium
 San Carlos, California

PLEASE CALL Jean Higaki (599-1462) IF YOU ARE UNABLE TO ATTEND.

1	Public comment on related items not on the agenda.	Presentations are limited to 3 Minutes	
2	Approval of Minutes from May 8, 2014.	Action (Gordon)	Pages 1 - 3
3	Stormwater legislative activities update	Information (Matt Fabry)	Page 4-5
4	Update from Advocation & Shaw/Yoder/Antwih	Oral Presentation (Advocation & Shaw/Yoder/Antwih)	Verbal
5	Recommend that the C/CAG Board send a support letter for AB 2403	Action (Matt Fabry)	Pages 6-8
6	Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).	Action (Gordon)	Pages 9-23
7	Adjournment	Action (Gordon)	

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

¹From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue.

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
LEGISLATIVE COMMITTEE**

**MEETING MINUTES
May 8, 2014**

At 5:32 P.M. Chair Gordon called the Legislative Committee meeting to order in the Second Floor Auditorium at the San Mateo Transit District Office.

Committee Members Attending:

Irene O'Connell (City of San Bruno)
Deborah Gordon (Town of Woodside)
Art Kiesel (City of Foster City)
Richard Garbarino (City of South San Francisco)
Mary Ann Nihart (City of Pacifica)
Laurence May (Town of Hillsborough)
Catherine Carlton (City of Menlo Park)

Guests or Staff Attending:

Andrew Antwih, Matt Robinson, Shaw/ Yoder/ Antwih Inc.
Sandy Wong, Jean Higaki, Matt Fabry, C/CAG Staff
Jim Bigelow, Redwood City Chamber of Commerce

1. Public comment on related items not on the agenda.

None

2. Approval of Minutes from February 13, 2014 and Approval of Minutes from March 13, 2014.

Member Kiesel moved and member O'Connell seconded approval of the February 13, 2014 and March 13, 2014 minutes. Motion passed unanimously.

4. Stormwater legislative activities update.

This item was moved up in the agenda. A written report was included as Matt Fabry was not present at the meeting. There was unanimous decision on the part of the C/CAG's Stormwater Committee to slow down the funding initiative effort. There are significant remaining activities that need to be performed and concerns that need to be addressed before asking the C/CAG Board to make a decision on whether to move forward on an initiative.

Member Gordon requested to have this item on the next agenda with a description of what is keeping C/CAG from making progress on the funding initiative.

- 3. Update from Advocation & Shaw/ Yoder/ Antwih**
- 5. Review and recommend that the C/CAG Board send support letters for AB 2170, AB 2194, and AB 1690.**
- 6. Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).**

The update from legislative advocates (Item 3) was merged, with recommendations on support letters (Item 5), and recommendation of C/CAG positions on legislative policies (Item 6).

Andrew Antwih provided a general legislative update. All assembly bills and appropriation bills have to go to the floor and/or pass out of their house of origin by the end of May so things are moving pretty fast. The State Assembly will swear in a new speaker, Toni Atkins, which may result in some changes.

The Governor is also expected to release the May revise of the budget on May 14. After May the budget subcommittees will meet to finalize the budget and elevate unresolved budget issues to a conference committee. So far there is agreement about introducing a proposition to revise the rainy day funds plan. It is expected that a new pro-tem will be selected after the budget is adopted.

AB 418 – This is the C/CAG sponsored bill authorizing C/CAG to move forward with a storm-water initiative. The bill is currently on the assembly floor but needs a 2/3 vote due to the urgency clause however, it is looking that it will be difficult to get the 2/3 vote. They are looking at pulling the AB 418 bill back to make it a majority vs a 2/3 bill.

AB 2170 – This is a broader bill that would act as a backup bill that is in the Senate and it is not expected to have an issue passing with a majority vote.

AB 2194 – Is another effort to facilitate local funding for storm water through amendment of the Mello - Roos Community Facilities Act.

Member Garbarino moved to recommend support for both AB 2170 and AB 2194. Member May seconded the motion. Motion passed unanimously.

AB 1690 – This bill expands the zone opportunities to provide very low income and low income housing associated with RHNA allocations.

Member Carlton moved to recommend support for AB 1690. Member May seconded the motion. Motion passed unanimously.

AB 1970 – Would like a dedicated part of the Cap and Trade funds for local governments to compete for GHG reduction projects.

Member O'Connell moved to recommend that the board take a position on AB 1970 to support

the concept of local control on a portion of Cap and Trade funds. Member Nihart seconded the motion. Motion passed unanimously.

Water Bond – There are multiple bills out there. The Senate is now requiring capture and recycling of water for all proposals. There is still a bond on the ballot which will go to the voters unless one of these options looks more promising.

Cap and Trade – Governor has proposed \$850 mil for 2014/2015, appropriating funds for sustainable communities, high-speed rail, rebates for clean vehicles, green energy and housing weatherization, urban forestry, and a myriad of other programs. Steinberg introduced a proposal with 30% to transit, 20% to sustainable Communities, 20% to affordable housing, 20% for high-speed rail, 10% for State Highway Operations Protection Program (SHOPP) improvements that have a GHG impacts and complete streets elements. It is estimated that Cap and Trade revenues will be a much higher than \$850 mil due to gas fuels revenues. Steinberg has a lot of support for his proposal.

Member O’Connell asked what is the next step now that the proposal is out. It is thought that much of the proposal will be a part of the budget process. Negotiations are in progress possibly till the end of the session.

Member Carlton asked if it was possible to track AB 1826 regarding the use of compost from large restaurants for methane production. It was noted that if a bill is in the prevue of the annual board adopted policies it can be tracked. As the item falls under the GHG reduction policy, Matt Robinson can add this bill as an item to watch.

7. Adjournment

The meeting adjourned at approximately 6:25 P.M.

C/CAG AGENDA REPORT

Date: June 12, 2014
To: City/County Association of Governments Legislative Committee
From: Sandy Wong, Executive Director
Subject: Receive update on potential countywide stormwater funding initiative schedule and tasks

(For further information or questions contact Matthew Fabry at 650 599-1419)

RECOMMENDATION

Receive update on the potential countywide stormwater funding initiative schedule and tasks.

BACKGROUND/DISCUSSION

Since January of 2013, C/CAG has been working with a consultant team led by SCI Consulting Group to evaluate the feasibility of a countywide funding initiative to generate new, ongoing revenue for C/CAG and its member agencies to implement water pollution prevention programs consistent with the requirements of the Municipal Regional Stormwater Permit (MRP) issued by the San Francisco Bay Regional Water Quality Control Board. To date, the consultant team has prepared draft funding needs and funding options reports and performed public opinion research to gauge support for a potential initiative.

Although staff and the consultant team were working to complete various tasks to allow the C/CAG Board to consider authorizing a fall balloting effort, they have now slowed the pace of the various efforts to focus on a potential initiative in 2015 or thereafter. The primary reasons for this are:

- C/CAG's enabling legislation (AB 418) is on hold pending sufficient Assembly support
- Reissuance of the MRP for its second five-year term is delayed from this fall until June 2015
- Member agencies have competing community priorities requiring public support for additional funding
- The funding needs analysis indicates a countywide shortfall significantly exceeding what the public would likely support via an initiative

Based on the first two items, staff recommends postponing any significant additional consultant-led efforts until 2015, likely after a draft MRP is out for public comment. In the interim, staff intends to continue community outreach and engagement efforts, work with the Stormwater Committee, C/CAG Board, and City Managers Association to refine and re-evaluate the best approach and timing for an initiative, and seek opportunities to integrate water quality solutions with other community priorities to achieve more cost-effective and multi-benefit approaches that may have greater public support. Additional details on the above bullets are provided below:

Enabling Legislation: AB 418 (Mullin) would affirm C/CAG's specific authority as a joint powers agency to propose for voter or property owner approval a countywide special tax or property-related fee for stormwater pollution prevention programs. Unfortunately, AB 418 has been placed in the "inactive file" at the request of the author due to difficulty in garnering 2/3 support in the Assembly, as required for bills designated as "urgent." A separate bill, AB 2170, also authored by Assemblymember Mullin, would also address C/CAG's needs by amending the joint powers code to affirm that any joint powers agency has taxation and fee authority as long as all of its member agencies jointly hold that authority. AB 2170 has passed out of the Assembly and moves next to the Senate Governance and Finance Committee. If the bill gets signed by the governor, it will go into effect on January 1, 2015. Assemblymember Mullin prefers a statewide solution to this issue, but if AB 2170 encounters significant opposition, AB 418 could be amended to remove the urgency clause and go back for approval by both the Senate and then the Assembly.

Municipal Regional Permit Reissuance: The MRP expires at the end of November 2014. Regional Water Board staff has indicated their intent to have a draft permit out for public review in February 2015 and a new permit adopted to go into effect by July 1, 2015. Staff expects member agencies will be better situated to evaluate their need for a funding initiative after seeing compliance requirements for the next five-year permit term. A significant issue will be the mercury and PCB reduction requirements, as the second five-year term of the MRP transitions from the current pilot-scale efforts to focused implementation of measures intended to achieve specific reductions on a countywide basis, which are expected to result in a significant increase in compliance costs.

Municipal Priorities: Member agencies have indicated that while protection of water quality is important, it is competing with many other community priorities, including aging sewer and water infrastructure and the need for wastewater treatment plant upgrades, deteriorating roadways, and education, many of which also require public support for increased funding.

Funding Needs Analysis: The final draft needs analysis estimates annual countywide costs to implement existing MRP requirements at approximately \$16 million and future trash load and mercury/PCBs reduction requirements at \$7 million and \$23 million, respectively, while existing dedicated annual revenue is only \$9 million, resulting in an annual countywide shortfall of \$37 million. The significant costs associated with meeting the mercury/PCBs requirements are due to need to reduce very low pollutant concentrations spread throughout very large geographic areas in order to meet overall load reduction requirements.

ATTACHMENTS

None

C/CAG AGENDA REPORT

Date: June 12, 2014
To: C/CAG Legislative Committee
From: Sandy Wong, Executive Director
Subject: Recommend that the C/CAG Board send a support letter for AB 2403.
(For further information or questions contact Matthew Fabry at 599-1419)

RECOMMENDATION

That the C/CAG Legislative Committee recommend that the C/CAG Board send a support letter for AB 2403.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

AB 2403 (Rendon and Mullin) proposes amending Section 53750 of the Government Code (also known as the Proposition 218 Omnibus Implementation Act) to clarify the definition of water. This amendment, which recognizes that water comes from a variety of sources, including surface water bodies, groundwater aquifers, stormwater runoff, and recycled water, is important for effective and integrated management of California's water resources, made even more critical by the current devastating drought conditions. This section of the Government Code provides definitions relevant to Articles XIII C and XIII D of the California Constitution. The proposed bill is significant for C/CAG and its member agencies in regard to stormwater management.

The bill would put important recent court decisions into statute and enable public agencies to apply the simpler protest process (required prior to approval of water, sewer, and refuse collection property-related fees) to approval of stormwater management fees, where the management programs address both water supply and water quality. This would eliminate the more complex and costly balloting process that currently applies to a stormwater-related property-related fee, as long as the stormwater-related service is addressing water supply and quality, such as through capture, treatment, and infiltration of stormwater to recharge

groundwater aquifers for water supply. As indicated by the author's statement in the Assembly Floor analysis, "This bill offers one alternative to address the evolving nature of California's stormwater management programs, especially the growing development of 'stormwater recapture' programs for recharging groundwater aquifers."

Although much of the stormwater management requirements placed upon C/CAG's member agencies through the Municipal Regional Permit are not combined water supply/water quality efforts, stormwater capture, treatment, and infiltration is increasingly viewed as the primary long-term solution to multiple stormwater quality concerns and likely to be required in much greater degrees in future versions of the permit. As such, this bill is favorable for C/CAG and its member agencies in seeking local funding in that regard, and staff recommends the Legislative Committee recommend the C/CAG Board send a support letter for AB 2403.

ATTACHMENTS

- Draft letter of support for AB 2403

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside

June 12, 2014

Honorable Lois Wolk, Chair
Senate Governance and Finance Committee
State Capitol, Room 408
Sacramento, CA 95814

RE: Assembly Bill 2403 – Amending Proposition 218 Omnibus Implementation Act

Dear Senator Wolk:

I am writing to express SUPPORT for AB 2403, which would amend Section 53750 of the Government Code (also known as the Proposition 218 Omnibus Implementation Act) to clarify the definition of water. This amendment, which recognizes that water comes from a variety of sources, including surface water bodies, groundwater aquifers, stormwater runoff, and recycled water, is important for effective and integrated management of California's water resources, made even more critical by the current devastating drought conditions. The City/County Association of Governments of San Mateo County (C/CAG) is a joint powers agency consisting of San Mateo County and the 20 cities and towns, all of which deal with potable water, wastewater, recycled water, and stormwater management issues to varying degrees. C/CAG also manages the Countywide Water Pollution Prevention Program, which assists its member agencies in meeting state and federal requirements for managing urban stormwater runoff, and this bill provides an important clarification that will enable our member agencies to more effectively seek local funding support for integrated water management activities, especially in regard to capture, treatment, and infiltration of stormwater. We appreciate your leadership in seeking meaningful solutions for important resource management issues and urge SUPPORT for AB 2403.

Please feel free to contact me with any questions or concerns.

Sincerely,

Mary Ann Nihart, Chair
City/County Association of Governments of San Mateo County

Cc: Assembly Member Kevin Mullin
Assembly Member Anthony Rendon
Senator Jerry Hill
Assembly Member Richard Gordon

C/CAG AGENDA REPORT

Date: June 12, 2014
To: C/CAG Legislative Committee
From: Sandy Wong, Executive Director
Subject: Review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

(For further information or questions contact Jean Higaki at 599-1462)

RECOMMENDATION

That the C/CAG Legislative Committee recommend the C/CAG Board to take a position on any legislation or direct staff to monitor any legislation for future positions to be taken.

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

NA.

BACKGROUND/DISCUSSION

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. Status of the active bills of interest, tracked by the Legislative Committee, is included in the attached report

ATTACHMENTS

- June 12, 2014 State Legislative Update from Advocation and Shaw Yoder Antwih
- C/CAG Bill Matrix (revised June 2, 2014)
- Full Legislative information is available for specific bill at <http://leginfo.legislature.ca.gov/>



ADVOCATION



SHAW/YODER/ANTWIH, *inc.*
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

DATE: June 12, 2014

TO: Board Members, City/County Association of Governments, San Mateo County

FROM: Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.
Chuck Cole, Advocation, Inc.

RE: STATE LEGISLATIVE UPDATE – June 2014

Legislative Update

On May 13, Governor Brown released the May Revise, which is the annual spring update to the Administration's January budget proposal. The May Revise reflects an increase in overall state revenues by approximately \$2.4 billion, which is proposed to fund increased costs for schools, Medi-Cal, public employee retirement, drought relief, the judicial system, and paying down the wall of debt. With regard to transportation funding, no significant changes were made to the January proposal. The Department of Finance updated its projections for the State Transit Assistance fund to \$379.6 million for FY 2014-15, an increase of \$6 million over the January estimate. The Budget Subcommittees in both houses of the Legislature are done meeting. The Budget Conference Committee (made up of members from both the Senate and Assembly) is meeting to discuss and reconcile items that differ between the two houses' different budget versions, including Cap and Trade. The Legislature has until June 15 to send the final Budget Bill to the Governor for his signature.

May 23 marked the last day for the Senate and Assembly Appropriations Committees to meet and report-out bills introduced in their respective houses. A number of bills, mainly those with significant costs to state and local agencies, were held in the Appropriations Committees (see **Bills of Interest** on the next page for more detail). May 30 was the last day for the Legislature to hear bills introduced in their house and move them to the other house for consideration in 2014. The Legislature will break for Summer Recess on July 3.

AB 418 (Mullin), which would clarify the City/County Association of Governments (C/CAG) ability to go to the voters for a property-related fee, was moved to the Assembly Inactive File. This was done at the request of Assembly Member Mullin after C/CAG staff informed his office they no longer needed the bill on an expedited timeline. The bill requires a two-thirds vote in order to pass the Assembly Floor.

Cap and Trade: Three Plans Emerge

The release of the May Revise brought no changes to the Governor's \$850 million Cap and Trade plan, which proposes \$100 million for sustainable communities implementation, \$250 million for high-speed rail, \$50 million for rail modernization, and \$200 million for low-carbon transportation.

On May 15, Senate President Pro Tem Darrell Steinberg (D-Sacramento) announced the Senate's long-term proposal, to begin in FY 2015-16 and to provide ongoing funding thereafter for sustainable communities, transit, intercity, and high-speed rail (HSR), by granting each a percentage of the total Cap and Trade revenues. The Senate Plan would direct 20 percent toward sustainable communities and affordable housing near transit, 25 percent to transit agencies for uses related to GHG emission

reduction and sustainable communities goals, 20 percent to rail modernization (HSR and intercity rail), 15 percent to low-carbon transportation, and 20 percent to clean energy, natural resources & waste diversion programs. In addition to its long-term plan, the Senate Budget Committee proposed to add \$150 million for transit to the Governor's FY 2014-15 proposal; however, the Senate Budget Committee ultimately zeroed out *all* transportation funds from its Cap and Trade action, due to HSR concerns.

At its last meeting of the year on May 22, the Assembly Budget Subcommittee # 3, responsible for transportation and natural resources, approved a one-year plan for the expenditure of Cap and Trade funds, which differs significantly from the Governor's plan. The Assembly's plan provides \$400 million for state greenhouse gas reduction programs and \$400 million for sustainable communities grants to local agencies, both of which are proposed to be administered by the Strategic Growth Council. The Assembly Plan also proposes \$200 million for low-emission vehicle rebates.

Because the Legislature was unable to find a consensus approach to both a near-term and a long-term strategy for distributing Cap and Trade revenues, the issue will be heard in the Budget Conference Committee where it will again be discussed and debated. That being said, resolution will likely come when the Governor, the Senate President Pro Tem, and the Assembly Speaker sit down to negotiate all the critical outstanding elements of the FY 2014-15 Budget. We will continue to update the Board.

California Freight Mobility Plan

On May 9, Caltrans released the administrative draft of the California Freight Mobility Plan, which defines the overall state freight vision and identifies goals, objectives, strategies, performance measures, and a select set of high-priority projects designed to achieve that vision. The first round of comments were due on May 28. Caltrans will release a second draft on June 16 and begin a series of public workshops throughout the state between June 16 and July 24. Workshops will be held in Sacramento on June 17, Marina (Monterey County) on June 23, and Oakland on June 24. In San Mateo County, the report identifies issues/improvements on US 101, San Francisco International Airport, and the Port of Redwood City.

Bills of Interest

AB 418 [Mullin] – Property-Related Fee for Storm Water Management

Summary: This bill would enable San Mateo City/County Association of Governments (C/CAG) to put a special tax or property related fee before the voters for stormwater management activities consistent with C/CAG's joint powers agreement. Any action must be consistent with the California Constitution. **C/CAG is the Sponsor of this bill.**

Status: This bill is on the Assembly Inactive File.

AB 1690 [Gordon] – Housing Elements in General Plans

Summary: This bill would allow a local government, when developing its General Plan, to zone at least 50% of its affordable housing need on sites designated for residential use or mixed-uses. **C/CAG is in Support of this bill.**

Status: This bill is in the Senate awaiting referral to committee.

AB 1970 [Gordon] – Cap and Trade Funding for Community Investment

Summary: This bill would create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding grants and other financial assistance to eligible applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in

consultation with the state board, to administer the program, as specified. **C/CAG Supports the concept of this bill.**

Status: This bill was held on the Assembly Appropriations Committee Suspense File.

AB 2170 [Mullin] – Clarification of a JPA’s Authority

Summary: This bill would clarify that parties to a Joint Powers Agreement may exercise any power common to the contracting parties, including, the authority to levy a fee or tax. **C/CAG is in Support of this bill.**

Status: This bill will be heard in the Senate Governance and Finance Committee on June 11.

AB 2194 [Mullin] – Mello-Roos Financing for Stormwater

Summary: This bill would amend the Mello-Roos Community Facilities Act to allow a community facilities district to finance stormwater management, including compliance with state and federal stormwater permit requirements. **C/CAG is in Support of this bill.**

Status: This bill will be heard in the Senate Governance and Finance Committee on June 11.

AB 2197 [Mullin] – Temporary License Plates

This bill would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

Status: This bill was held on the Assembly Appropriations Committee Suspense File.

AB 2403 [Rendon] – Proposition 218 Clarification

Summary: This bill would modify the definition of “water” under the Proposition 218 Omnibus Implementation Act to mean “any system of public improvements intended to provide for the production, storage, supply, treatment, or distribution of water *from any source.*” The Act defines terms used in Articles XIII C and XIII D of the Constitution.

Status: This bill is in the Senate awaiting referral to committee.

AB 2728 [Perea] – Vehicle Weight Fee Transfers

Summary: This bill would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. The prohibition in this bill would sunset on January 1, 2019.

Status: This bill was held on the Assembly Appropriations Committee Suspense File.

SB 391 [DeSaulnier] – Real Estate Transaction Fee for Affordable Housing

Summary: This bill would impose a fee, beginning January 1, 2014, of \$75 on every real estate instrument, paper, or notice that is required or permitted by law, excluding real estate instruments, papers, or notices recorded in connection with a transfer subject to a documentary transfer tax. Revenue from this fee would be used to fund projects and programs that support the development, acquisition, rehabilitation, and preservation of housing affordable to low- and moderate-income households, emergency shelters and rapid rehousing services, among other identified, related projects.

Status: This bill is on the Assembly Appropriations Suspense File and may still be moved.

SB 556 [Corbett] – Identification of Non-Governmental Employees

Summary: This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure.

The bill was last amended on September 4, 2013 to further narrow the bill so that their proposed notice requirements would only apply to health and public safety services that are contracted out by a public agency. Despite the latest amendments, many public agencies around the state remained opposed to the bill.

Status: This bill is on the Assembly Floor Inactive File and may still be moved.

SB 731 [Steinberg] – CEQA Relief for Infill Development Projects

Summary: This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, on an infill site, within a transit priority area, shall not be considered significant impacts on the environment. The bill would require the Office of Planning and Research to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas

Status: This bill is in the Assembly Local Government Committee and has not been set for hearing.

SB 990 [Vidak] – Disadvantaged Communities Funding for Transportation

This bill would require at least 5% of funds programmed in the regional transportation improvement program to be spent in disadvantaged small communities. This bill defines disadvantaged small community as having 25,000 or fewer people and a median household income less than 80 percent of the statewide median household income.

Status: This bill failed passage in the Senate Transportation and Housing Committee by a vote of 3-8 on April 29.

SB 1077 [DeSaulnier] – Vehicle Miles Traveled Pilot Program

This bill would the California State Transportation Agency (CalSTA) to develop a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system.

Status: This bill is in the Assembly awaiting referral to committee.

SB 1156 [Steinberg] – Carbon Tax to Fund Earned Income Tax Credits and Transit

Summary: Under the Cap and Trade program, the manufacturers of transportation fuels are required to begin purchasing GHG emissions allowances on January 1, 2015. The revenues from the sale of these emissions would be available for the state for programs that reduce GHG emissions. This bill would remove transportation fuels from the Cap and Trade program, and instead impose a carbon tax on suppliers of fossil fuels to be deposited in the Carbon Tax Revenue Special Fund to be rebated to taxpayers. While there is no mention of mass transportation funding in the current version of the bill,

Senator Steinberg has stated his intention to provide a third of the revenues collected to mass transportation.

Status: This bill has not been set for hearing.

SB 1418 (DeSaulnier) Vehicle Weight Fee Transfers

Summary: This bill would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. This bill would also allocate the money that now remains in the SHA as follows: 56 percent to the State (of which a minimum of 21.5 percent must be used for the SHOPP) and 44 percent to cities and counties. The amount of weight fee revenue transferred each year equates to almost \$1 billion.

Status: This bill was held on the Senate Appropriations Committee Suspense File.

C/CAG Priority Bill Matrix as of 6/2/2014

Bill ID/Topic	Location	Summary	Position
AB 418 Mullin D Local government: special tax, assessment, or property-related fee.	ASSEMBLY INACTIVE FILE 5/15/2014 - Ordered to inactive file at the request of Assembly Member Mullin.	Existing law, until January 1, 2013, authorized the City/County Association of Governments of San Mateo County to impose a fee of up to \$4 on motor vehicles registered within San Mateo County for a program for the management of traffic congestion and stormwater pollution within that county. This bill would authorize the City/County Association of Governments of San Mateo County, in accordance with specified provisions of the California Constitution, to impose a parcel tax or a property-related fee for the purpose of implementing stormwater management programs, as prescribed. This bill contains other related provisions. Last Amended on 2/10/2014	Sponsor
AB 471 Atkins D Local government: redevelopment: successor agencies to redevelopment agencies.	ASSEMBLY CHAPTERED 2/18/2014 - Chaptered by the Secretary of State, Chapter Number 1, Statutes of 2014	(1) Existing law authorizes the creation of infrastructure financing districts, as defined, for the sole purpose of financing public facilities, subject to adoption of a resolution by the legislative body and affected taxing entities proposed to be subject to the division of taxes and voter approval requirements. Existing law prohibits an infrastructure financing district from including any portion of a redevelopment project area. This bill would delete that prohibition and would authorize a district to finance a project or portion of a project that is located in, or overlaps with, a redevelopment project area or former redevelopment project area, as specified. This bill contains other related provisions and other existing laws. Last Amended on 1/29/2014	
AB 1331 Rendon D Clean, Safe, and Reliable Drinking Water Act of 2014.	SENATE G. & F. 5/15/2014 - Re-referred to Com. on GOV. & F. 6/11/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	Existing law, the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Existing law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other existing laws. Last Amended on 5/8/2014	
AB 1690 Gordon D Local planning: housing elements.	SENATE T. & H. 5/22/2014 - Referred to Com. on T. & H.	Existing law requires that the housing element of a community's general plan contain a program that sets forth a schedule of actions during the planning period that the local government is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the housing element through the utilization of appropriate federal and state financing and subsidy programs, and the utilization of moneys in a low- and moderate-income housing fund, as specified. Existing law also requires the program to accommodate at least 50% of the very low and low-income housing need on sites designated for residential use and for which nonresidential uses or mixed-uses are not permitted, as specified. This bill would instead require the program to accommodate at least 50% of the very low and low-income housing need on sites designated for residential use or mixed-uses.	Support

C/CAG Priority Bill Matrix as of 6/2/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 1937 Gordon D</p> <p>Natural Gas Pipeline Safety Act of 2011: school and hospital notification of nonemergency excavation or construction of gas pipelines.</p>	<p>SENATE RLS. 5/23/2014 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Existing federal law requires the Pipeline and Hazardous Materials Safety Administration (PHMSA) within the United States Department of Transportation, to adopt minimum safety standards for pipeline transportation and for pipeline facilities, including an interstate gas pipeline facility and intrastate gas pipeline facility, as defined. Existing law authorizes the United States Secretary of Transportation to prescribe or enforce safety standards and practices for an intrastate pipeline facility or intrastate pipeline transportation to the extent that the safety standards and practices are regulated by a state authority that submits to the secretary annually a certification for the facilities and transportation. Existing law authorizes a state authority that has submitted a current certification to adopt additional or more stringent safety standards for intrastate pipeline facilities and intrastate pipeline transportation only if those standards are compatible with the minimum standards prescribed by the PHMSA. This bill would require a gas corporation to provide not less than 3 working days' notice, as specified, to the administration of a school or hospital prior to undertaking nonemergency excavation or construction of a gas pipeline when the work is located within 500 feet of the school or hospital. The bill would require the gas corporation to maintain a record of the date and time of any notification provided to the administration of a school or hospital prior to undertaking nonemergency excavation or construction of a gas pipeline and any subsequent contacts with the administration of a school or hospital relative to the excavation or construction and the actions taken, if any, in response to those subsequent contacts. This bill contains other related provisions and other existing laws. Last Amended on 5/20/2014</p>	
<p>AB 1970 Gordon D</p> <p>California Global Warming Solutions Act of 2006: Community Investment and Innovation Program.</p>	<p>ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state 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 create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding grants and other financial assistance to eligible applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in consultation with the state board, to administer the program, as specified. Last Amended on 4/10/2014</p>	<p>Support In Concept</p>
<p>AB 2090 Fong D</p> <p>High-occupancy toll lanes: Santa Clara County.</p>	<p>SENATE T. & H. 5/15/2014 - Referred to Com. on T. & H.</p>	<p>Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate high-occupancy toll (HOT) lanes, under which single-occupancy vehicles may use high-occupancy vehicle lanes by paying a toll, on 2 state highway corridors within the county. Existing law requires that implementation of the HOT lanes ensure that specified levels of service, described as Level of Service C or D, as specified, be maintained at all times in the high-occupancy lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would delete the reference to Level of Service C or D, and instead would require VTA to establish, with the consent of the Department of Transportation, appropriate performance measures, such as speed or travel times, for the purpose of ensuring optimal use of the HOT lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system. The bill would provide that high-occupancy vehicles may be required to have an electronic transponder or other electronic device for enforcement purposes. Last Amended on 3/27/2014</p>	

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Bill ID/Topic	Location	Summary	Position
AB 2170 Mullin D Joint powers authorities: common powers.	SENATE G. & F. 5/8/2014 - Referred to Com. on GOV. & F. 6/11/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	Existing law provides that 2 or more public agencies, by agreement, may form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would provide that the parties to the agreement may exercise any power common to the contracting parties, including, but not limited to, the authority to levy a fee or tax, as specified.	Support
AB 2194 Mullin D Mello-Roos Community Facilities Act of 1982.	SENATE G. & F. 5/22/2014 - Referred to Com. on GOV. & F. 6/11/2014 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, WOLK, Chair	The Mello-Roos Community Facilities Act of 1982 authorizes a community facilities district to finance various services, including, but not limited to, flood and storm protection services, as specified. This bill would additionally authorize the financing of storm water management.	Support
AB 2197 Mullin D Vehicles: temporary license plates.	ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)	Existing law requires the Department of Motor Vehicles (DMV), upon registering a vehicle, to issue to the owner 2 license plates, as specified. Existing law also requires that the license plates be securely fastened to the vehicle for which they are issued, and makes a violation of this requirement a crime. This bill would require the DMV to contract with a private industry partner for the development of a temporary license plate system to enable vehicle dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the DMV. The bill would require the DMV to ensure that the system is operational on or before January 1, 2016. This bill contains other related provisions and other existing laws. Last Amended on 4/23/2014	
AB 2250 Daly D Toll facilities: revenues.	SENATE T. & H. 5/22/2014 - Referred to Com. on T. & H.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes tolls to be imposed on certain facilities that are part of the state highway system, including toll roads, toll bridges, and high-occupancy toll lanes. Existing law, in certain cases, provides for the toll facilities to be administered by local agencies. This bill would require the department, when entering into a cooperative agreement with a local agency for a managed lane, as defined, on the state highway system, to ensure that any toll revenues generated from the managed lane that is administered by the local agency remain available for expenditure within the respective corridor in which the managed lane is located. Last Amended on 4/24/2014	

C/CAG Priority Bill Matrix as of 6/2/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2372 Ammiano D</p> <p>Property taxation: change in ownership.</p>	<p>SENATE RLS. 5/29/2014 - In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, "full cash value" is defined as the assessor's valuation of real property as shown on the 1975-76 tax bill under "full cash value" or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred.</p> <p>This bill would instead specify that if 90% or more of the ownership interests in a legal entity are sold or transferred in a single transaction, as defined, the real property owned by that legal entity has changed ownership, whether or not any one legal entity or person that is a party to the transaction acquires more than 50% of the ownership interests. This bill would require the State Board of Equalization to report to the Legislature, no later than January 1, 2020, regarding the implementation of these changes in ownership, including, but not limited to, the economic impact and frequency of reassessments of real property owned by legal entities. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/28/2014</p>	
<p>AB 2403 Rendon D</p> <p>Local government: assessments, fees, and charges.</p>	<p>SENATE G. & F. 5/28/2014 - Referred to Com. on GOV. & F.</p>	<p>Articles XIII C and XIII D of the California Constitution generally require that assessments, fees, and charges be submitted to property owners for approval or rejection after the provision of written notice and the holding of a public hearing. Existing law, the Proposition 218 Omnibus Implementation Act, prescribes specific procedures and parameters for local jurisdictions to comply with Articles XIII C and XIII D of the California Constitution and defines various terms for these purposes.</p> <p>This bill would modify the definition of water to mean water from any source. The bill would also make legislative findings and declarations in this regard.</p> <p>Last Amended on 5/15/2014</p>	
<p>AB 2728 Perea D</p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.</p> <p>This bill, notwithstanding these provisions or any other law, until January 1, 2019, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p> <p>Last Amended on 4/24/2014</p>	

C/CAG Priority Bill Matrix as of 6/2/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 1 Steinberg D</p> <p>Sustainable Communities Investment Authority.</p>	<p>SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies. This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 9/3/2013</p>	
<p>SB 391 DeSaulnier D</p> <p>California Homes and Jobs Act of 2013.</p>	<p>ASSEMBLY APPR. SUSPENSE FILE 8/30/2013 - Set, first hearing. Referred to APPR. suspense file. Hearing postponed by committee.</p>	<p>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 homebuyers. Existing law also authorizes the issuance of bonds in specified amounts pursuant to the State General Obligation Bond Law. Existing law 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 California Homes and Jobs Act of 2013. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. By imposing new duties on counties with respect to the imposition of the recording fee, the bill would create a state-mandated local program. The bill would require that revenues from this fee be sent quarterly to the Department of Housing and Community Development for deposit in the California Homes and Jobs Trust Fund, which the bill would create within the State Treasury. The bill would provide that moneys in the fund may be expended for supporting affordable housing, administering housing programs, and the cost of periodic audits, as specified. The bill would impose certain auditing and reporting requirements. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 8/8/2013</p>	
<p>SB 556 Corbett D</p> <p>Agency: ostensible: nongovernmental entities.</p>	<p>ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)</p>	<p>Existing law specifies the authority of agents in dealing with 3rd persons. Existing law states when an agency is ostensible for purposes of determining the authority of an agent. Existing law prohibits unfair methods of competition and unfair or deceptive acts or practices undertaken by a person in a transaction intended to result or which results in the sale or lease of goods to any consumer. This bill would prohibit a person, firm, corporation, or association that is a nongovernmental entity and contracts to perform labor or services relating to public health or safety for a public entity from displaying on a vehicle or uniform a logo, as defined, that reasonably could be interpreted as implying that the labor or services are being provided by employees of the public agency, unless the vehicle or uniform conspicuously displays a disclosure, as specified.</p> <p>Last Amended on 9/4/2013</p>	

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Bill ID/Topic	Location	Summary	Position
<p data-bbox="75 172 352 235">SB 731 Steinberg D</p> <p data-bbox="75 267 352 354">Environment: California Environmental Quality Act.</p>	<p data-bbox="359 172 632 354">ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was L. GOV. on 9/11/2013)</p>	<p data-bbox="638 172 1824 570">The California Environmental Quality Act, or CEQA, requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report, or EIR, on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to develop and prepare, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA by public agencies. CEQA establishes a procedure for the preparation and certification of the record of proceedings upon the filing of an action or proceeding challenging a lead agency's action on the grounds of noncompliance with CEQA. CEQA establishes time periods within which a person is required to bring a judicial action or proceeding to challenge a public agency's action taken pursuant to CEQA.</p> <p data-bbox="638 602 1824 1365">This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the office to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing thresholds of significance for noise and transportation impacts of projects within transit priority areas. The bill would require the office, on or before July 1, 2015, to prepare, develop, and transmit to the secretary recommended proposed changes or amendments to the guidelines establishing criteria for a lead agency to assess the need for translating specified notices into non-English languages and requirements for the posting of those notices in non-English languages. Because the bill would require the development of guidelines that would require a lead agency to translate notices into non-English languages and to post those translated notices, this bill would impose a state-mandated local program. The bill would require the office to produce a report on economic displacement and would require the office to publicly circulate a draft of the report. The bill would require the lead agency, in making specified findings, to make those findings available to the public at least 10 days prior to the adoption of the findings and to provide specified notice of the availability of the findings for public review. Because the bill would require the lead agency to make the draft finding available for public review and to provide specified notices to the public, this bill would impose a state-mandated local program. The bill would require the lead agency, at the request of a project applicant for specified projects, to, among other things, prepare a record of proceedings concurrently with the preparation of negative declarations, mitigated negative declarations, EIRs, or other environmental documents for specified projects. Because the bill would require a lead agency to prepare the record of proceedings as provided, this bill would impose a state-mandated local program. The bill would authorize the tolling of the time period in which a person is required to bring a judicial action or proceeding challenging a public agency's action taken pursuant to CEQA through a tolling agreement that does not exceed 4 years. The bill would authorize the extension of the tolling agreement. This bill contains other related provisions and other existing laws.</p> <p data-bbox="638 1398 1824 1422">Last Amended on 9/9/2013</p>	

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Bill ID/Topic	Location	Summary	Position
SB 848 Wolk D Safe Drinking Water, Water Quality, and Water Supply Act of 2014.	SENATE RLS. 5/23/2014 - Do pass as amended, and re-refer to the Committee on Rules.	Existing law creates the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Existing law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other existing laws. Last Amended on 2/20/2014	
SB 990 Vidak R Transportation funds: disadvantaged small communities.	SENATE T. & H. 4/29/2014 - Set, second hearing. Failed passage in committee. (Ayes 3. Noes 8. Page 3312.) Reconsideration granted.	Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the state transportation improvement program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. This bill would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions. Last Amended on 4/21/2014	
SB 1062 Block D Elections: vote by mail ballots.	SENATE DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. SUSPENSE FILE on 5/23/2014)	Existing law sets forth the procedures by which a voter may apply for and receive a vote by mail ballot. Existing law requires an elections official to deliver to each qualified applicant the vote by mail ballot for the precinct in which the applicant resides and all supplies necessary for the use and return of the ballot. This bill would require the elections official to also deliver to each qualified applicant a return envelope with postage prepaid by the Secretary of State in which a vote by mail voter may return his or her ballot if the ballot is to be mailed within the territorial limits of the United States or the District of Columbia. Last Amended on 5/15/2014	
SB 1077 DeSaulnier D Vehicles: mileage-based fee pilot program.	ASSEMBLY DESK 5/28/2014 - In Assembly. Read first time. Held at Desk.	Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. This bill would require the agency to develop, by January 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax . The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2017 . The bill would require the report to include, among other things, recommendations on how best to implement an MBF, as specified, and recommendations regarding public and private agency access to MBF data that ensures privacy rights as protected by the California Constitution. The bill would repeal these provisions on January 1, 2018. Last Amended on 4/21/2014	

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Bill ID/Topic	Location	Summary	Position
<p>SB 1156 Steinberg D</p> <p>California Carbon Tax Law of 2014.</p>	<p>SENATE G. & F. 4/2/2014 - Set, first hearing. Hearing canceled at the request of author.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms.</p> <p>This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral. This bill contains other related provisions.</p>	
<p>SB 1183 DeSaulnier D</p> <p>Vehicle registration fees: surcharge for bicycle infrastructure.</p>	<p>ASSEMBLY DESK 5/29/2014 - In Assembly. Read first time. Held at Desk.</p>	<p>Existing law provides for the imposition of certain registration fees on motor vehicles, including certain fees imposed by local agencies for various specified purposes.</p> <p>This bill would authorize a city, county, or regional park district to impose, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes. The bill would require the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails and bikeways, including existing and new trails and bikeways and other bicycle facilities, and for associated maintenance purposes. The bill would limit to 5% the amount of net revenues that may be used by the local agency for its administrative expenses in implementing these provisions.</p> <p>Last Amended on 5/27/2014</p>	
<p>SB 1260 DeSaulnier D</p> <p>Local government: affordable housing.</p>	<p>SENATE DEAD 5/23/2014 - Failed Deadline pursuant to Rule 61(b)(8). (Last location was S. APPR. SUSPENSE FILE on 5/23/2014)</p>	<p>Existing law authorizes a city or county to establish infrastructure financing districts to finance specified types public facilities. This bill would eliminate the requirement of a district that constructs dwelling units to set aside not less than 20% of those units for the purpose described above.</p> <p>This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
SB 1418 DeSaulnier D Vehicle weight fees: transportation bond debt service.	SENATE APPR. SUSPENSE FILE 5/23/2014 - Held in committee and under submission.	Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard. This bill contains other related provisions and other existing laws. Last Amended on 5/1/2014	
SCA 4 Liu D Local government transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	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 requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 8/28/2013	
SCA 8 Corbett D Transportation projects: special taxes: voter approval.	SENATE APPR. 8/29/2013 - Re-referred to Com. on APPR.	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 transportation projects requires the approval of 55% of its voters voting on the proposition , if the proposition proposing the tax includes certain requirements . The measure would also make conforming and technical, nonsubstantive changes. Last Amended on 5/21/2013	