

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, August 14, 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 June 12, 2014.	Action (Gordon)	Pages 1 - 2
3	Stormwater legislative activities update	Information (Matt Fabry)	Verbal
4	Update from Advocation & Shaw/Yoder/Antwih	Oral Presentation (Advocation & Shaw/Yoder/Antwih)	Verbal
5	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 3-17
6	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
June 12, 2014**

At 5:31 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)
Karen Ervin (City of Pacifica)
Laurence May (Town of Hillsborough)
Catherine Carlton (City of Menlo Park)

Guests or Staff Attending:

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 May 8, 2014.

Member Garbarino moved and Member Kiesel seconded approval of the May 8, 2014 minutes. Motion passed with one abstention from Member Ervin.

3. Stormwater legislative activities update.

Matt Fabry explained the reasons for slowing the schedule on the C/CAG stormwater funding initiative. Reasons for delay includes the delay associated with legislation as well a delay with the reissuance of the five year stormwater municipal regional permit (MRP). The Stormwater technical committee wants to see the requirements, associated with the next permit, to better assess the level of need. It is anticipate that the initiative would move forward in fall of 2015. Delay of the initiative would mean that potential revenues would be delayed till January 2017.

4. Update from Advocation & Shaw/ Yoder/ Antwih

Matt Robinson from Shaw/ Yoder/ Antwih gave a legislative update. May 30 was the last day for bills to leave their house of origin. Many bills died in committee. The full budget is to be approved this Sunday and the legislature goes on recess in July.

C/CAG sponsored bill AB 418 will be amended into a majority bill by taking out the urgency clause. It will now serve as a back up to AB 2170. AB 2170 gives JPAs general authority to pursue a property related fee or special tax. In either case, C/CAG should have the authority it seeks by the beginning of August.

AB 2403 changes the definition of “water” associated with Proposition 218. AB 2403 expands the definition of water to include “water from any source,” which covers stormwater. This technical change clarifies recent court decisions that include stormwater in the definition of water.

Cap and Trade is influencing state budget discussions. A very recent back room deal was made that the Speaker of the house, Senate pro tem, and Governor all agreed on for Cap and Trade. Control will stay with the state for the majority of funds. Many regional entities are not happy with the proposal as they are tasked to reduce GHG emissions under SB 375.

Member Gordon and Member Nihart were concerned as it appears that the program objectives of Cap and Trade were not considered during the negotiations of funding split and that it appeared purely political. Member Gordon was further concerned that the funding split does not account for long term budgeting and does not address ongoing operations cost. Member Nihart asked if there was potential local control on the large general programs. Nothing is certain at this point.

5. Recommend that the C/CAG Board send a support letter for AB 2403.

Matt Fabry introduced AB 2403 which would clarify the definition of “water” in the government code related to property related fees. This would impact the process required to impose new rates or an increase in rates. Currently stormwater is not clearly covered under the category of water or sewer, which requires only a protest process. Stormwater is currently subject to an additional voting process beyond the protest process.

Member Kiesel moved and Member O’Connell seconded recommended support for AB 2403.

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).

7. Adjournment

The meeting adjourned at approximately 6:13 P.M.

C/CAG AGENDA REPORT

Date: August 14, 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

The California State Legislature was on summer recess from July 4 to August 4, 2014. The last day to pass legislation before the end of this session is August 31, 2014. September 30, 2014 is the last day for the Governor to sign or veto bills passed by the Legislature in August.

ATTACHMENTS

- August 14, 2014 State Legislative Update from Advocation and Shaw Yoder Antwih
- C/CAG Bill Matrix (revised July 29, 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: August 14, 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 – August 2014

Legislative Update

The Legislature reconvened from its Summer Recess on August 4 and began the final push to send bills to the Governor by August 31, the last day of the 2013-14 Legislative Session. Fiscal committees in both houses may meet until August 15.

AB 418 (Mullin), sponsored by the Board, would give the City/County Association of Governments (C/CAG) explicit authority to go to the voters of San Mateo County for a property-related fee for stormwater mitigation programs consistent with its joint powers agreement. This bill, originally an urgency measure requiring a two-thirds vote in each house, has now been amended as a majority vote bill and will likely be sent to the Governor by August 31.

On the next page, we have provided an update on legislation of importance to the Board (see ***Bills of Interest*** beginning on Page 2).

2014-15 State Budget

On June 20, Governor Brown signed the 2014-15 Budget Act and accompanying budget trailer bills. The \$156 billion spending plan includes \$1.7 billion in additional transportation funding, including:

- \$337 million in early loan repayments;
- \$963 million in Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) bond funding;
- \$300 million from Cap and Trade for transit, intercity rail, and high-speed rail; and,
- \$130 million from Cap and Trade for sustainable communities strategies implementation and affordable housing.

The \$337 million in early loan repayments noted above was originally borrowed from the Highway Users Tax Account (HUTA) and was not scheduled for repayment until 2021. Of the total amount, \$100 million will be distributed to cities and counties through the “base” gas tax formula and \$237 million will be used for maintenance and preservation on the State Highways System.

Of the \$963 million in Proposition 1B PTMISEA bond funding made available through the Budget Act, \$793 million will flow to public transit systems throughout the state via the State Transit Assistance (STA) formula and \$160 million will be awarded to the state’s three intercity rail corridors.

Cap and Trade

The 2014-15 Budget Act authorized \$872 million in one-time/budget year expenditures from the Cap and Trade program for various transit, sustainable communities, and low-carbon transportation programs that reduce greenhouse gas emissions (GHG). The majority of these funds (\$630 million) were appropriated to transportation programs as follows:

- \$130 million is available for the affordable housing and sustainable communities program;
- \$25 million allocated is available for transit and intercity rail capital programs;
- \$25 million allocated to transit agencies through the State Transit Assistance program statutes;
- \$200 million is available for low carbon transportation programs, which includes rebates to consumers for electric vehicle purchases, but also includes zero emission and near-zero emission transit bus programs; and,
- \$250 million for high-speed rail.

The remaining \$242 million was appropriated for a variety of programs, including weatherization of households, energy efficiency, wetlands restoration, sustainable forestry, and waste diversion.

Additionally, the Governor signed SB 862, the Cap and Trade trailer bill, which establishes long-term funding programs from the Cap and Trade program, including a capital grant program for transit and intercity rail (10 percent), direct formula funding for transit operations and capital (5 percent), sustainable communities & affordable housing (20 percent), as well as high-speed rail (25 percent). In total, SB 862 dedicates 60 percent of ongoing Cap and Trade auction revenues, beginning in 2015-16, to these programs. The remaining 40 percent of the available funding is not dedicated for any specific program, but left to the discretion of future Legislatures to meet certain objectives in any future fiscal year.

For example, in 2014-15, the Legislature appropriated \$200 million for low-carbon transportation, which includes zero emission and near-zero emission bus and truck deployment. In 2015-16, the Legislature could make a determination that it sees better GHG reduction opportunities through complete streets and could shift funding to another program that better supports complete streets. Similarly, the Legislature could fund *any other* GHG-reducing program from this 40%.

Over the coming months, the various administering agencies will begin a public process for developing program guidelines and criteria to ensure that any projects funded with Cap and Trade revenues deliver the greatest amount of GHG emission reduction benefits possible in order to achieve the goals established in AB 32. The Strategic Growth Council met on July 10 to lay out its vision for the Affordable Housing and Sustainable Communities Program, as well as the Program's implementation timeline.

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 in the Senate.

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 Appropriations 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 is on the Senate Floor.

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 is on the Senate Floor.

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. **C/CAG is in Support of this bill.**

Status: This bill was signed by the Governor [Chapter 78, Statutes of 2014].

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 was held in the Assembly Local Government Committee.

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 Appropriations Committee.

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 7/29/2014

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	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 RLS. 6/18/2014 - Withdrawn from committee. Re-referred to Com. on RLS.	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 6/17/2014	
AB 1690 Gordon D Local planning: housing elements.	SENATE THIRD READING 6/30/2014 - Read second time and amended. Ordered to third reading.	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 authorize a city or county to accommodate the very low and low-income housing need on sites designated for mixed uses if those sites allow 100% residential use and require that residential use occupy 50% of the total floor area of a mixed-use project. Last Amended on 6/30/2014	Support

C/CAG Priority Bill Matrix as of 7/29/2014

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 APPR. 6/30/2014 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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.</p> <p>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, and would require the records to be maintained and available for inspection for no less than 5 years from that date of notification. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 6/30/2014</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.</p> <p>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.</p> <p>Last Amended on 4/10/2014</p>	<p>Support In Concept</p>

C/CAG Priority Bill Matrix as of 7/29/2014

Bill ID/Topic	Location	Summary	Position
AB 2090 Fong D High-occupancy toll lanes: San Diego County and Santa Clara County.	SENATE THIRD READING 7/1/2014 - Read second time. Ordered to third reading.	Existing law authorizes the San Diego Association of Governments (SANDAG) to administer and operate high-occupancy toll (HOT) lanes on Interstate 15 and on 2 other transportation corridors within the county, under which single-occupancy vehicles may use high-occupancy vehicle lanes by paying a toll. Existing law similarly authorizes the Santa Clara Valley Transportation Authority (VTA) to administer and operate HOT lanes 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 SANDAG and 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 using these HOT lanes may be required to have an electronic transponder or other electronic device for enforcement purposes. Last Amended on 6/5/2014	
AB 2170 Mullin D Joint powers authorities: common powers.	SENATE THIRD READING 6/17/2014 - Read second time and amended. Ordered to third reading.	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, assessment, or tax, as specified. Last Amended on 6/17/2014	Support
AB 2194 Mullin D Mello-Roos Community Facilities Act of 1982: storm water.	SENATE THIRD READING 6/18/2014 - Read second time and amended. Ordered to third reading.	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. This bill contains other related provisions and other existing laws. Last Amended on 6/18/2014	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 APPR. 6/26/2014 - Read second time and amended. Re-referred to Com. on APPR. 8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair	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 any toll revenues generated from a managed lane on the state highway system that is administered by a local agency to be expended only within the respective corridor in which the managed lane is located. The bill would define "managed lane" for these purposes. Last Amended on 6/26/2014	

C/CAG Priority Bill Matrix as of 7/29/2014

Bill ID/Topic	Location	Summary	Position
<p>AB 2372 Ammiano D</p> <p>Property taxation: change in ownership.</p>	<p>SENATE APPR. 7/2/2014 - Read second time and amended. Re-referred to Com. on APPR.</p> <p>8/4/2014 10 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, DE LEÓN, Chair</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. This bill would specify that if , on or after January 1, 2015, 90% or more of the direct or indirect ownership interests in a legal entity are cumulatively transferred in one or more transactions, the transfer of the ownership interest is a change in ownership of the real property owned by the legal entity, whether or not any one legal entity or person acquires control of the ownership interests. This bill would require the Franchise Tax Board to include an additional question on corporation and income returns for partnerships, banks, and corporations to assist in the determination of whether a change in ownership as so described has occurred. 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 7/2/2014</p>	
<p>AB 2403 Rendon D</p> <p>Local government: assessments, fees, and charges.</p>	<p>ASSEMBLY CHAPTERED 6/28/2014 - Chaptered by Secretary of State - Chapter 78, Statutes of 2014.</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. 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 6/2/2014</p>	Support
<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. This bill, notwithstanding these provisions or any other law, until January 1, 2019, would prohibit weight feerevenues 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 7/29/2014

Bill ID/Topic	Location	Summary	Position
SB 1 Steinberg D Sustainable Communities Investment Authority.	SENATE 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2013)	<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>	
SB 391 DeSaulnier D California Homes and Jobs Act of 2013.	ASSEMBLY APPR. SUSPENSE FILE 8/30/2013 - Set, first hearing. Referred to APPR. suspense file. Hearing postponed by committee.	<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. Last Amended on 8/8/2013</p>	
SB 556 Corbett D Agency: ostensible: nongovernmental entities.	ASSEMBLY 2 YEAR 9/13/2013 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2013)	<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. Last Amended on 9/4/2013</p>	

C/CAG Priority Bill Matrix as of 7/29/2014

Bill ID/Topic	Location	Summary	Position
<p>SB 731 Steinberg D</p> <p>Environment: California Environmental Quality Act.</p>	<p>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>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>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>Last Amended on 9/9/2013</p>	

C/CAG Priority Bill Matrix as of 7/29/2014

Bill ID/Topic	Location	Summary	Position
SB 848 Wolk D Safe Drinking Water, Water Quality, and Water Supply Act of 2014.	SENATE SECOND READING 7/3/2014 - Read third time and amended. Ordered to second reading.	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 7/3/2014	
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 APPR. 6/25/2014 - Read second time and amended. Re-referred to Com. on APPR.	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 establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to the Department of Transportation and the commission on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require the task force to consult with specified entities and to consider certain factors in carrying out its duties. The bill would require the Transportation Agency, based on the recommendations of the task force, to develop and implement a pilot program by January 1, 2016, to identify and evaluate issues related to the potential implementation of a MBF program in California. The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than June 30, 2017, as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, 2018. Last Amended on 6/25/2014	

C/CAG Priority Bill Matrix as of 7/29/2014

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 APPR. 6/25/2014 - Read second time and amended. Re-referred to Com. on APPR.</p>	<p>Existing law provides for the imposition of registration fees on motor vehicles, including additional, specified fees imposed by local agencies for transportation-related purposes.</p> <p>This bill would authorize a city, county, or regional park district to impose and collect , as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes until January 1, 2025 . 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. This bill contains other related provisions.</p> <p>Last Amended on 6/25/2014</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.</p> <p>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. This bill contains other related provisions and other existing laws.</p>	

C/CAG Priority Bill Matrix as of 7/29/2014

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	

Total Measures: 28