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There has been a tradition in the modern presidency of a certain amount of continuity from Administration to Administration on major international issues regardless of party. An occupant

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of the White House might alter the vectors or the emphasis here and there, but there's not much precedent for a new president undertaking the wholesale trash-canning of the work of his predecessors once in office. Until now. So, while we are all experiencing the new normal, it doesn't feel any less startling when it happens, whether it is stiff-arming allies at international summits or walking away from accords which took years of bipartisan work to achieve. Our analysis of that decision and the reaction to it, leads our week in review. There's lots more which follows. Next week: The Comey testimony and beyond....



TOP STORIES



Paris Climate Agreement

Although he promised to do so in his campaign, President Trump nevertheless shocked the world when he announced his decision yesterday to exit the Paris Climate Agreement. In a subsequent [press release](#) and echoing the President's reasoning in his speech in the Rose Garden yesterday, the White House listed a series of justifications for the withdrawal. They claim the Paris Accord does the following: *“undermines U.S. competitiveness and jobs, created a taxpayer funded U.N. climate slush fund, was negotiated badly by the Obama Administration, and by the year 2100, the impact on the climate would be negligible.”*

The United States now joins only two other countries, Syria and Nicaragua, that are not part of the agreement. Nicaragua declined because they did not believe the agreement went far enough to combat climate change. This [Washington Post graphic](#) provides a powerful illustration of both the United States' contribution to carbon emissions and perhaps our new place on the global stage on this issue.

In the President's [speech](#) on the decision, he expanded on his reasoning citing the protection of Americans, his concern for future jobs, our environmental ideals, and how the agreement blocks “clean” coal, to name a few. Almost immediately, what we know about the science behind climate change and its effects made its rounds on the internet in light of the President's remarks. This included reports from [NASA](#), the [Pentagon](#), and the entire home page of the [Weather Channel](#). [The Guardian](#) and [Vox](#) wrote on the specific statements made in the speech, while even [Fox News](#) covered the world reaction and the science behind climate change.

Businesses, congressional, city, state and world leaders and the scientific community were quick to condemn the decision. In a strong display of leadership, mayors have come out quickly to defend cities against climate change. U.S. cities' [#ClimateMayors](#) including our very own Salt Lake City Mayor **Jackie Biskupski** and San Leandro Mayor **Pauline Cutter**, released a [statement](#) on the withdrawal. You can read other statements by clicking [U.S. Conference of Mayors](#) and [Louisville Mayor Greg Fischer](#).

We also learned more about the local effort during a press call today with mayors voicing firm opposition to the withdrawal. Carmel Mayor **Jim Brainard** had some strong words about the President's decision and said as a Republican mayor with a Republican-majority constituency, he hasn't met one person who is not behind reducing carbon emissions. He added that most people are taught in their youth that you we are *"supposed to leave earth in better condition than we found it."* As far as the economic side, Mayor Brainard said *"the market is moving away from natural gas and coal, this makes more of a difference than the President's proclamation yesterday."* Looking to the future on climate change mitigation, he said *"leadership is going to come from the mayors and we will continue to do what we have been doing for 10 years."* Participants also included New Orleans Mayor **Mitch Landrieu**, Phoenix Mayor **Greg Stanton**, Burnsville Mayor **Elizabeth Kautz**, and New Bedford Mayor **John Mitchell**.

In another notable condemnation, former President **Barack Obama** released the following statement on the President's decision:

A year and a half ago, the world came together in Paris around the first-ever global agreement to set the world on a low-carbon course and protect the world we leave to our children.

It was steady, principled American leadership on the world stage that made that achievement possible. It was bold American ambition that encouraged dozens of other nations to set their sights higher as well. And what made that leadership and ambition possible was America's private innovation and public investment in growing industries like wind and solar – industries that created some of the fastest new streams of good-paying jobs in recent years, and contributed to the longest streak of job creation in our history.

Simply put, the private sector already chose a low-carbon future. And for the nations that committed themselves to that future, the Paris Agreement opened the floodgates for businesses, scientists, and engineers to unleash high-tech, low-carbon investment and innovation on an unprecedented scale.

The nations that remain in the Paris Agreement will be the nations that reap the benefits in jobs and industries created. I believe the United States of America should be at the front of the pack. But even in the absence of American leadership; even as this Administration joins a small handful of nations that reject the future; I'm confident that our states, cities, and businesses will step up and do even more to lead the way, and help protect for future generations the one planet we've got.

On the Hill, while many in the Republican leadership stayed loyal to the President, we wanted to note that some rank and file Republicans had differing views. Senator [Lindsey Graham](#) made remarks in opposition to withdrawal and

Senator **Susan Collins** cosigned a [letter](#) to Secretary **Rex Tillerson** on the issue. A group of at least 13 Republicans in the House wrote a [letter](#) asking the President to stay in the pact, but with certain conditions. Here are some reactions from congressional leadership: [Senator McConnell](#), [Senator Schumer](#), [Speaker Ryan](#), [Majority Leader McCarthy](#), [Minority Leader Pelosi](#), and [Minority Whip Hoyer](#).

Finally, we thought you would be interested in viewing an important document of considerable contrast to yesterday's decision. It is the November 2014 [Final Report of The President's State, Local and Tribal Leaders Task Force on Climate Preparedness and Resilience](#). The purpose of the Task Force, which met over two years, was to make recommendations to the President on what the federal government could do to help state and local governments meet the challenges brought about by climate change. The Task Force and its report represented hard work by its members, including Mayor **Jim Brainard** and former Mayor **Ralph Becker** of Salt Lake City. The work of the Task Force underscored that when it comes to climate change we're all in it together.



Immigration and Crime

After ceasing their weekly Sanctuary City illegal immigrant crime reports due to inaccuracies, the Administration issued a [press release](#) on recent deportations. In the release, they tout that Immigration and Customs Enforcement (ICE) *“has arrested roughly 30,000 convicted criminal aliens whose offenses range from homicide and assault, to sexual abuse and drug-related activity.”* The statement details specific jurisdictions and the role of their law enforcement in the arrests,

as well as a five-day operation that recently took place in Southern California. On the operation they said, *“Almost 90 percent of those arrested had prior criminal convictions—including convictions for domestic violence, battery, sex crimes, manslaughter, assault, arson, and cruelty to a child,”* implying the other 10% targeted in the operation had no prior criminal convictions.

OTHER NEWS AND GRANTS

The Trump Administration Personnel

Way beyond on appointments, the Trump Administration is continuing to grow. The President sent over ten nominations to the Senate recently, including **Callista Gingrich** to be Ambassador Extraordinary and Plenipotentiary of the United States of America to the Holy See and **George Nesterczuk** to be Director of the Office of Personnel Management. You can view the other ten nominations [here](#).

Over at the Department of Transportation, several senior [appointments](#) were also made. One that stands out is the new Deputy Assistant Secretary for Intergovernmental Affairs **Anthony Bedell**. He served as the Associate Administrator for Congressional Affairs at the U.S. Small Business Administration, as well as, a Senior Legislative Officer at the Department of Labor from 2001–2005. The Department of Interior also recently announced [19 new hires](#).



Environmental Protection

The Environmental Protection Agency has announced a new task force dedicated to Superfund cleanups. The task force is charged with providing recommendations to EPA Administrator **Scott Pruitt** within 30 days on how the agency can streamline and improve the Superfund program. According to the [EPA press release](#) on the new task force, their duties include *“restructuring and expediting the cleanup process; reducing the burden on cooperating parties; incentivizing parties to remediate sites; encouraging private investment in cleanups and sites; and, promoting the revitalization of properties across the country.”* The announcement and creation of the task force follows up a [memorandum](#) Administrator Pruitt circulated in late May on the topic.

Airline Passenger Facility Charge

It looks like the issue of the Passenger Facility Charge (PFC) is being brought to the forefront again this week as Airports Council International – North America (ACI-NA) and the American Association of Airport Executives (AAAE) sent a [letter](#) to President Trump this week advocating for the elimination of the federal cap on the PFC. As we have reported on in the past, eliminating or raising the cap has long been contested between airports, airlines, and lawmakers. PFCs are key to providing funding for airport infrastructure – the letter argues this fact is in line with the President’s infrastructure principles.

Making an argument that the PFC cap is just another regulatory burden, the

letter states: *“it is clear that doing away with this outdated and unnecessary federal restriction would allow airports to become more financially independent from the federal government and help them leverage private sector funding for significant capital projects – goals that correspond directly with principles you have identified for an eventual infrastructure investment package...We hope you will keep these airport-specific recommendations in mind as you and your team continue to work to roll back burdensome, costly, and unnecessary regulations.”*



Recently, we sent many of you a grant notice on [COPS Hiring Program \(CHP\) Grants](#) and [COPS Community Policing Development \(CPD\) Grant Program](#).

Please contact Jen Covino with any questions about grants.

Drones

Senators **Dianne Feinstein, Mike Lee, Richard Blumenthal, and Tom Cotton** have [introduced](#) legislation – the [Drone Federalism Act](#) – to establish a process for federal, state, local and tribal governments to facilitate coordination in managing the use of recreational and commercial drones. The bill would preserve the authority of localities in issuing restrictions on drone operations, which recognizing the FAA’s general authority over the national airspace. The also promotes intergovernmental cooperation by directing the FAA to partner with a diverse group of cities and states to test out different approaches, inform the unmanned traffic management pilot program and report best practices.



Flood Insurance Reauthorization

The Federal Emergency Management Agency (FEMA) Flood Insurance Program is facing a reauthorization deadline of September 30th and there is already tension between the White House and Congress on how to move forward. The issue surrounds raising premiums, which lawmakers are hesitant to do. The Administration, however, proposes increasing premiums in their recent 2018 budget request to better offset the program's debt. In an effort to balance the program's debt and not burden people with higher rates, the House Financial Services Subcommittee on Housing and Insurance has begun discussion on a five-year reauthorization bill that would cap premium increases and require the program to shift risk to private reinsurance markets.

Public Housing Broadband

The U.S. Department of Housing and Urban Development (HUD) [ConnectHome](#) program, which provides internet to people living in public housing, is expanding with the goal of reaching more than 100 communities. EveryoneOn is the nonprofit leading this effort on behalf of HUD and is currently accepting applications for new communities. The nonprofit had the following to say about the expansion: *"We are excited about this opportunity to expand the successful work initiated by HUD and already underway in communities across the United States. In a little over a year, the ConnectHome pilot communities have successfully worked to connect thousands of low-income people to the life-changing power that the internet brings."* For more, click [EveryoneOn Press Release](#) or [FAQs](#).

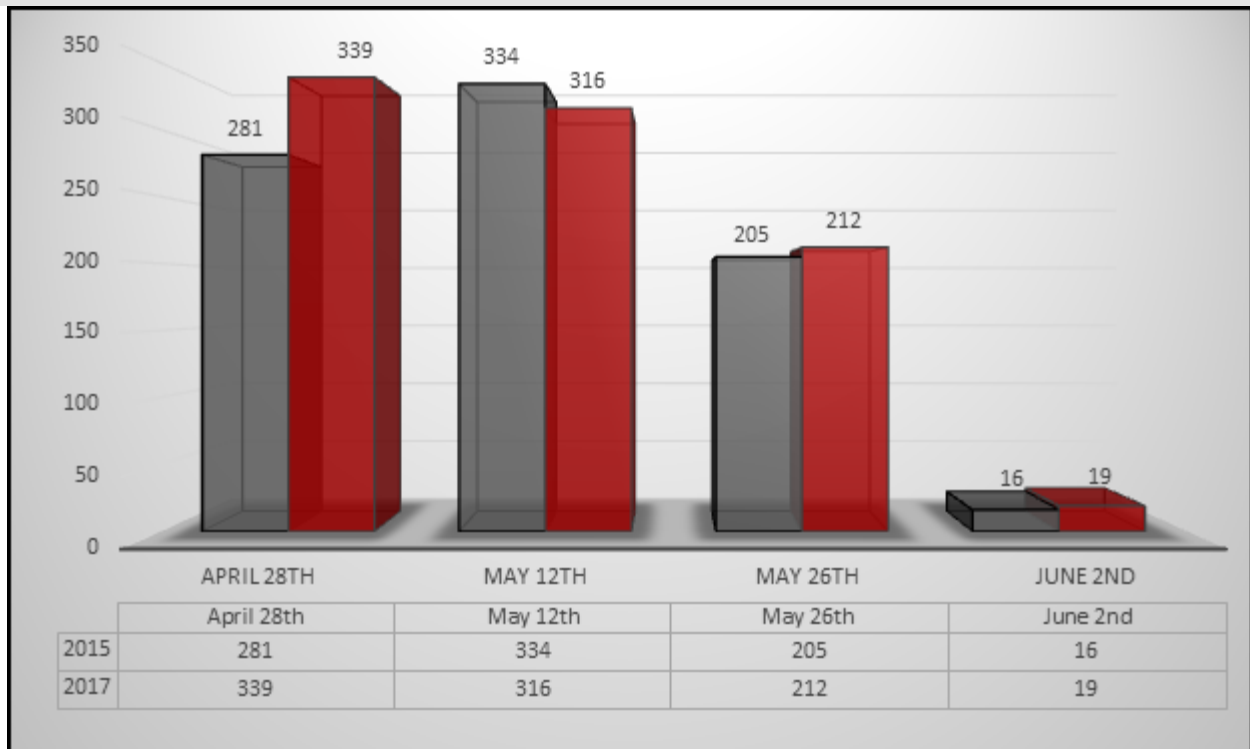


CapitolTrack Analysis and Tips

The 'May Deadlines'

From the end of April through the first week of June, there are four crucial Legislative Deadlines. These deadlines prevent hundreds of bills from progressing each year and provide a driving force behind a timely legislative process.

If you missed any of the previous graphs comparing this year's deadline numbers to the corresponding



The rules for the Legislative Deadlines are as follows:

April 28th - All fiscal bills must be out of their policy committees.

May 12th - All non-fiscal bills must be out of their policy committees.

May 28th - All fiscal bills must be out of their fiscal committees.

June 2nd - All bills must be out of their house of origin.

Fresno Council of Governments Monthly State Legislative Report 6/7/2017

[AB 17](#)

(Holden D) Transit Pass Pilot Program: free or reduced-fare transit passes.

Current Text: Amended: 5/30/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 5/30/2017

Status: 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/1/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would create the Transit Pass Pilot Program to be administered by the Department of Transportation to provide free or reduced-fare transit passes to specified pupils and students by supporting new, or expanding existing, transit pass programs. The bill would require the department to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program, and would exempt the development of those guidelines from the Administrative Procedure Act.

Position

[AB 30](#)

(Caballero D) Environmental quality: judicial review: strip mall conversion housing projects.

Current Text: Amended: 4/3/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 4/3/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 5/4/2017)(May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA requires that an action or proceeding to attack, review, set aside, void or annul a determination, finding, or decision of a public agency, as provided, on the grounds of noncompliance with its provisions be brought in accordance with specified law governing administrative mandamus. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA, but prohibits a court from enjoining certain projects unless the court makes specified findings. This bill would similarly prohibit a court from enjoining a qualified strip mall conversion housing projects, as defined, unless the court makes specified findings.

Position

[AB 33](#)

(Quirk D) Transportation electrification: electric vehicle service equipment: electrical corporations: rates.

Current Text: Amended: 5/30/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 5/30/2017

Status: 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/1/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the PUC, by March 30, 2018, in consultation with the state board and the Energy Commission, to consider authorizing electrical corporations to offer programs and investments in electric vehicle service equipment, as defined, installed in residential garages of customers who purchase a used electric vehicle. If authorized by the PUC, the bill would require that the programs and investments be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.

Position

[AB 65](#)

(Patterson R) Transportation bond debt service.

Current Text: Introduced: 12/13/2016 [Text](#)

Introduced: 12/13/2016

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)

(May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

Position

AB 69

(Allen, Travis R) State highways: roadside rests.

Current Text: Introduced: 12/16/2016 [Text](#)

Introduced: 12/16/2016

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/16/2016) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

2 year	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Current law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Current law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.

Position

AB 87

(Ting D) Autonomous vehicles.

Current Text: Introduced: 1/5/2017 [Text](#)

Introduced: 1/5/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions.

Position

AB 151

(Burke D) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.

Current Text: Amended: 5/2/2017 [Text](#)

Introduced: 1/11/2017

Last Amend: 5/2/2017

Status: 6/5/2017-Action From THIRD READING: To INACTIVE FILE.

Location: 6/5/2017-A. THIRD READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the State Air Resources Board to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill contains other related provisions and other existing laws.

Position

[AB 161](#) (Levine D) Department of Finance: infrastructure investment.

Current Text: Introduced: 1/13/2017 [Text](#)

Introduced: 1/13/2017

Status: 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/1/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund.

Position

[AB 174](#) (Bigelow R) California Transportation Commission: membership.

Current Text: Introduced: 1/17/2017 [Text](#)

Introduced: 1/17/2017

Status: 5/24/2017-Referred to Com. on T. & H.

Location: 5/24/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.

Position

[AB 179](#) (Cervantes D) California Transportation Commission.

Current Text: Amended: 4/20/2017 [Text](#)

Introduced: 1/18/2017

Last Amend: 4/20/2017

Status: 5/30/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/30/2017-S. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides that the California Transportation Commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that one of those voting members have worked directly with those communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, those communities with racially and ethnically diverse populations or with low-income populations.

Position

[AB 239](#) (Ridley-Thomas D) California Environmental Quality Act: urbanized areas.

Current Text: Introduced: 1/30/2017 [Text](#)

Introduced: 1/30/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/6/2017)(May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA defines the terms "urban area" and "urbanized area" to mean, among other things,

an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.

Position

[AB 262](#) (Bonta D) Public contracts: bid specifications: Buy Clean California Act.

Current Text: Amended: 5/30/2017 [Text](#)

Introduced: 1/31/2017

Last Amend: 5/30/2017

Status: 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/1/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill, the Buy Clean California Act, would, by January 1, 2019, require the Department of General Services to establish, and publish in the State Contracting Manual, a maximum acceptable global warming potential for each category of eligible materials, in accordance with requirements set out in the bill.

Position

[AB 278](#) (Steinorth R) California Environmental Quality Act: exemption: existing transportation infrastructure.

Current Text: Introduced: 2/2/2017 [Text](#)

Introduced: 2/2/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/13/2017)(May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.

Position

[AB 332](#) (Bocanegra D) Vehicles: local regulations: street closures.

Current Text: Amended: 5/30/2017 [Text](#)

Introduced: 2/7/2017

Last Amend: 5/30/2017

Status: 6/6/2017-From committee: Do pass. To Consent Calendar. (Ayes 13. Noes 0.) (June 6).

Location: 6/6/2017-S. SECOND READING

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the legislative body of a local agency to additionally temporarily close to through traffic a highway under its jurisdiction in order to curb illegal dumping. The bill would also allow a temporary closure of a highway that has been designated as a through highway or arterial street if the closure can be accomplished without a significant impact on the flow of traffic.

Position

[AB 351](#) (Melendez R) Transportation funding.

Current Text: Introduced: 2/8/2017 [Text](#)

Introduced: 2/8/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.

Position

[AB 382](#) (Voepel R) Fuel taxes: State Parks and Recreation Fund: Off-Highway Vehicle Trust Fund.

Current Text: Amended: 5/26/2017 [Text](#)

Introduced: 2/9/2017

Last Amend: 5/26/2017

Status: 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/1/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would provide that in the 2017-18 fiscal year up to \$1,000,000 of the revenues transferred to the State Parks and Recreation Fund may be transferred to the Off-Highway Vehicle Trust Fund to be available for specified purposes and would express the intent of the Legislature to make this transfer in the Budget Act of 2017.

Position

[AB 398](#) (Garcia, Eduardo D) Air pollution.

Current Text: Amended: 5/26/2017 [Text](#)

Introduced: 2/9/2017

Last Amend: 5/26/2017

Status: 6/5/2017-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/5/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner.

Position

[AB 427](#) (Muratsuchi D) California Aerospace Commission.

Current Text: Introduced: 2/9/2017 [Text](#)

Introduced: 2/9/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/5/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish the California Aerospace Commission to foster the development of activities in California related to aerospace, including, but not limited to, aviation, commercial and governmental space travel, unmanned aerial vehicles, aerospace education and job training, infrastructure and research launches, manufacturing, academic research, applied research, economic diversification, business development, tourism, and education. The bill would specify various related duties of the commission. The bill would require the bill to report and provide recommendation to the Governor and the Legislature as specified.

Position

[AB 483](#) (Bocanegra D) Airports: pollution.

Current Text: Amended: 4/18/2017 [Text](#)

Introduced: 2/13/2017

Last Amend: 4/18/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.S. & T.M. on 4/3/2017)(May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Toxic Substances Control and the State Air Resources Board to conduct or require to be conducted specified tests of the soil and air quality at general aviation noncommercial airports that meet specified criteria. The bill would require the state board to coordinate the air quality testing with air districts. The bill would require the department, no later than July 1, 2019, to submit a specified report to the Legislature and post that report on its Internet Web site.

Position

[AB 496](#)

(Fong R) Transportation funding.

Current Text: Amended: 2/28/2017 [Text](#)

Introduced: 2/13/2017

Last Amend: 2/28/2017

Status: 3/1/2017-Re-referred to Com. on TRANS.

Location: 2/27/2017-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

Position

[AB 515](#)

(Frazier D) State Highway System Management Plan.

Current Text: Introduced: 2/13/2017 [Text](#)

Introduced: 2/13/2017

Status: 6/1/2017-Referred to Com. on T. & H.

Location: 6/1/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the Department of Transportation to prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year.

Position

[AB 536](#)

(Melendez R) Counties: federal funding.

Current Text: Introduced: 2/13/2017 [Text](#)

Introduced: 2/13/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/20/2017) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Constitution establishes counties as legal subdivisions of the state and authorizes counties to make and enforce within their limits all police, sanitary, and other ordinances and regulations not in conflict with general laws. Current law sets forth the powers and duties of county governments and imposes various duties on county officials. Current federal law establishes various programs through which counties receive funding as either recipients, subrecipients, or passthrough entities. This bill, if compliance with state law would result in a loss of federal funding, would authorize counties to elect to not comply with that state law to the extent that compliance

jeopardizes federal funding.

Position

[AB 636](#) (Irwin D) Local streets and roads: expenditure reports.

Current Text: Amended: 3/28/2017 [Text](#)

Introduced: 2/14/2017

Last Amend: 3/28/2017

Status: 5/10/2017-Referred to Com. on RLS.

Location: 5/10/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

Position

[AB 694](#) (Ting D) Bicycles.

Current Text: Introduced: 2/15/2017 [Text](#)

Introduced: 2/15/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/2/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions. This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized.

Position

[AB 733](#) (Berman D) Enhanced infrastructure financing districts: projects: climate change.

Current Text: Amended: 3/23/2017 [Text](#)

Introduced: 2/15/2017

Last Amend: 3/23/2017

Status: 5/18/2017-Referred to Coms. on GOV. & F. and EQ.

Location: 5/18/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature's findings and declarations.

Position

[AB 852](#) (Grayson D) Planning and zoning: general plan: report.

Current Text: Introduced: 2/16/2017 [Text](#)

Introduced: 2/16/2017

Status: 5/18/2017-Referred to Com. on RLS.

Location: 5/18/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law, after adoption of the general plan, requires the planning agency to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that contains specified information pertaining to the implementation of the general plan. This bill would require that this report also include the number of housing development applications received in the prior year, units included in all development applications in the prior year, and units approved and disapproved in the prior year.

Position

[AB 863](#) (Cervantes D) Affordable Housing and Sustainable Communities Program.

Current Text: Introduced: 2/16/2017 [Text](#)

Introduced: 2/16/2017

Status: 6/1/2017-Referred to Coms. on T. & H. and EQ.

Location: 6/1/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. This bill would require the Strategic Growth Council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects.

Position

[AB 980](#) (Wood D) Department of Transportation: broadband: fiber optic cables: priority areas.

Current Text: Introduced: 2/16/2017 [Text](#)

Introduced: 2/16/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/20/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the Department of Transportation to notify companies and organizations working on broadband deployment on its Internet Web site of specified department-led highway construction projects and authorizes those companies and organizations to collaborate with the department to install broadband conduits as part of those projects. This bill would require the department, as part of those projects that are located in priority areas, as defined, to install broadband conduits capable of supporting fiber optic communication cables.

Position

[AB 1073](#) (Garcia, Eduardo D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Current Text: Introduced: 2/16/2017 [Text](#)

Introduced: 2/16/2017

Status: 5/24/2017-Referred to Coms. on T. & H. and EQ.

Location: 5/24/2017-S. T. & H.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require the State Air Resources Board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.

Position

[AB 1077](#) (O'Donnell D) Off-highway vehicles.

Current Text: Amended: 4/5/2017 [Text](#)

Introduced: 2/16/2017

Last Amend: 4/5/2017

Status: 5/26/2017-In committee: Held under submission.

Location: 5/3/2017-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Off-Highway Motor Vehicle Recreation Act of 2003 provides for the acquisition, operation, and funding of state off-highway vehicular recreation areas and trails, establishes the Off-Highway Motor Vehicle Recreation Commission and the Division of Off-Highway Motor Vehicle Recreation within the Department of Motor Vehicles, and provides a grant program for, among other things, acquisition, administration, maintenance, and operation of areas and facilities associated with the use of off-highway motor vehicles. These provisions are to be repealed on January 1, 2018. This bill would extend the operation of the act until January 1, 2019, unless a specified report is not received by the Legislature by January 1, 2018, in which case the act would be repealed on July 1, 2018.

Position

[AB 1086](#) (Daly D) Housing: regional housing needs.

Current Text: Amended: 5/1/2017 [Text](#)

Introduced: 2/16/2017

Last Amend: 5/1/2017

Status: 5/30/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/30/2017-S. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the population forecast developed by the council of governments to be the basis upon which the department determines the existing and projected need for that region if the total regional population forecast for the project year, developed by the council of governments and used for the preparation of the regional transportation plan, is within 3% of the total regional population forecast prepared by the Department of Finance. This bill would require the population forecast developed by the council of governments to be the basis upon which the department determines the existing and projected need for that region if the total regional population forecast for the project year, developed by the council of governments and used for the preparation of the regional transportation plan, is within 1.5% of the total regional population forecast prepared by the Department of Finance.

Position

Watch

[AB 1103](#) (Oberholte R) Bicycles: yielding.

Current Text: Amended: 4/6/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/6/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2017) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise.

Position

[AB 1113](#) (Bloom D) State Transit Assistance Program.

Current Text: Amended: 5/31/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 5/31/2017

Status: 6/6/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 6). Re-referred to Com. on APPR.

Location: 6/6/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires funds in the Public Transportation Account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to

be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues.

Position

AB 1145 (Quirk D) Conversion of existing overhead electric and communication facilities to underground locations: cable operators.

Current Text: Amended: 5/1/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 5/1/2017

Status: 5/26/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/26/2017-S. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Improvement Act of 1911 authorizes the initiation of special assessment proceedings for the conversion of overhead electric and communication facilities to underground locations upon either the filing of a petition or a determination by the local legislative body that the city or a public utility has voluntarily agreed to pay over 50% of all costs of conversion, excluding costs of users' connections to underground electric or communications facilities. Current law authorizes an agreement entered into as part of those proceedings to allocate duties between a city and an electricity or communication provider regarding the planning and specifications of, and contributions of labor, materials, and money to, the conversion of those electric and communication facilities to underground locations. This bill would additionally make these provisions applicable to cable television facilities and a cable operator and, where overhead electric or communications facilities that are to be converted to underground are owned by a city or municipal government, would require the legislative body initiating the conversion proceeding to reimburse the costs incurred by a cable operator for relocation

Position

AB 1156 (Ting D) Planning and zoning: general plan: report.

Current Text: Amended: 5/1/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 5/1/2017

Status: 5/30/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/30/2017-S. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law, after adoption of the general plan, requires the planning agency to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that contains specified information pertaining to the implementation of the general plan. This bill would require this report to also include a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites.

Position

AB 1218 (Obernolte R) California Environmental Quality Act: exemption: bicycle transportation plans.

Current Text: Amended: 4/18/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/18/2017

Status: 5/10/2017-Referred to Com. on EQ.

Location: 5/10/2017-S. E.Q.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements

projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.

Position

[AB 1233](#) (Cunningham R) Transportation Inspector General.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law creates various state agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.

Position

[AB 1282](#) (Mullin D) Transportation Permitting Taskforce.

Current Text: Amended: 4/4/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/4/2017

Status: 6/1/2017-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/1/2017-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements.

Position

[AB 1324](#) (Gloria D) Metropolitan planning organizations: transactions and use taxes.

Current Text: Amended: 3/20/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 3/20/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/13/2017) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize a metropolitan planning organization or regional transportation planning agency that is authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction.

Position

[AB 1350](#) (Friedman D) Land use: housing element: regional housing need: noncompliant cities and counties: penalty.

Current Text: Amended: 3/27/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 3/27/2017

Status: 4/18/2017-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/16/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law requires that assessment to include the city's or county's share of the regional housing need, as determined by the Department of Housing and Community Development in consultation with each council of governments, and requires a council of governments to develop a proposed methodology for distributing the existing and projected regional housing need, as specified. This bill would require a noncompliant city or county, as defined, to pay a penalty, as provided, to the Department of Housing and Community Development.

Position

[AB 1363](#) (Baker R) Transportation revenues.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

Position

[AB 1404](#) (Berman D) California Environmental Quality Act: categorical exemption: infill development.

Current Text: Amended: 4/17/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/17/2017

Status: 5/30/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/30/2017-S. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that shall be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would expand the above-categorical exemption to include proposed developments occurring within the unincorporated areas of a county.

Position

[AB 1470](#) (Wood D) State highways: bypasses of a city or business district.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would, with respect to a bypass that is completed on or after January 1, 2014, provide that a city or county shall be eligible to receive funding from an unspecified account for the purposes of revitalizing a city or business district due to the loss of tourism business resulting from the highway relocation.

Position

AB 1630 (Bloom D) Transportation: wildlife movement and barriers to passage.

Current Text: Amended: 4/17/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Current law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure.

Position

AB 1640 (Garcia, Eduardo D) Transportation funding: low-income communities.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/16/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the Department of Transportation, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018.

Position

SB 1 (Beall D) Transportation funding.

Current Text: Chaptered: 4/30/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 4/3/2017

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 5, Statutes of 2017.

Location: 4/28/2017-S. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.

Position

SB 4 (Mendoza D) Goods Movement and Clean Trucks Bond Act.

Current Text: Amended: 5/26/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 5/26/2017

Status: 6/1/2017-Read third time. Passed. (Ayes 27. Noes 13.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/1/2017-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$500,000,000 of state general obligation bonds as follows: \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$300,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero-emission trucks in specified areas of the state.

Position

[SB 150](#)

(Allen D) Regional transportation plans.

Current Text: Amended: 4/27/2017 [Text](#)

Introduced: 1/18/2017

Last Amend: 4/27/2017

Status: 5/31/2017-In Assembly. Read first time. Held at Desk.

Location: 5/30/2017-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the State Air Resources Board to update and revise the greenhouse gas emission reduction targets consistent with the scoping plan and an assessment of the portion of the state's overall climate targets that is anticipated to be met by reductions in vehicle miles traveled.

Position

[SB 496](#)

(Cannella R) Indemnity: design professionals.

Current Text: Chaptered: 4/30/2017 [Text](#)

Introduced: 2/16/2017

Last Amend: 4/5/2017

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 8, Statutes of 2017.

Location: 4/28/2017-S. CHAPTERED

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency, as defined, for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. This bill would instead make these provisions applicable to all contracts for design professional services entered into on or after January 1, 2018.

Position

[SB 732](#)

(Stern D) General plan: open-space element: agricultural land.

Current Text: Amended: 5/26/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 5/26/2017

Status: 6/1/2017-In Assembly. Read first time. Held at Desk.

Location: 5/31/2017-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize a city and county to develop an agricultural land component of the open-space element. The bill would require a city or county to comply with specified requirements when preparing that component, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city's or county's jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; and identifying

and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives.

Position

SB 760 (Wiener D) Transportation funding: active transportation: complete streets.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/9/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-S. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

Position

SCA 2 (Newman D) Motor vehicle fees and taxes: restriction on expenditures: appropriations limit.

Current Text: Amended: 3/30/2017 [Text](#)

Introduced: 1/18/2017

Last Amend: 3/30/2017

Status: 4/17/2017-Ordered to inactive file on request of Senator Newman.

Location: 4/3/2017-S. INACTIVE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would add Article XIXD to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016.

Position

Total Measures: 52

Total Tracking Forms: 52