

MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

SOUTHERN CALIFORNIA



**ASSOCIATION OF
GOVERNMENTS**

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Transportation
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Associated Governments

Tuesday, July 15, 2014

8:30 a.m. - 10:00 a.m.

**SCAG Offices
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Los Angeles, CA 90017
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Videoconference Available

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Torrance, CA 90501**

Teleconference Is Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ruby Moreno at (213) 236-1840 or via email moreno@scag.ca.gov

Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at:
<http://www.scag.ca.gov/committees/Pages/default.aspx>

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The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

Legislative/Communications and Membership Committee

July 2014

Pam O'Connor, District 41

Larry McCallon, District 7

Chair

Vice-Chair

Member

Barrows, Bruce

Becerra, Glen

Clark, Margaret

Daigle, Leslie

Daniels, Gene

Finlay, Margaret

Martinez, Michele

McCallon, Larry

Mitchell, Judy

Murray, Kris

Nelson, Shawn

Pettis, Greg

Rush, Adam

Viegas-Walker, Cheryl

Wapner, Alan

Representing

District 23

District 46

District 32

District 15

District 24

District 35

District 16

District 7

District 40

District 19

Orange County

District 2

RCTC

District 1

SANBAG

TELECONFERENCE LOCATIONS:

Hon. Glen Becerra
2244 Walnut Grove, 4th Floor
Rosemead, CA 91770

Hon. Margaret Clark
Rosemead City Hall
8838 E Valley Blvd
Rosemead, CA 91770

Hon. Leslie Daigle
2201 Vista Huerta,
Newport Beach, CA 92660

Hon. Margaret Finlay
2221 Rim Road
Duarte, CA 91008

Hon. Michele Martinez
20 Civic Center Plaza,
Santa Ana, CA 92701

Hon. Shawn Nelson
333 West Santa Ana Blvd., Fifth Floor
Santa Ana, CA 92701

Hon. Alan Wapner
Ontario City Hall
303 E B Street
Ontario, CA 91764

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA JULY 15, 2014

The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

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| 1. Minutes of May 20, 2014 Meeting | Attachment | 1 |
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ACTION ITEMS

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| 2. SCAG Memberships & Sponsorship | Attachment | 5 |
| <ul style="list-style-type: none">• American Public Transportation Association (APTA) \$5,602;• California Association of Councils of Government (CALCOG) \$30,800;• National Association of Regional Councils (NARC) \$30,000;• UCLA Lewis Center and Institute of Transportation Studies Transportation Land-Use Environment Connection Symposium (October 19-21 2014) \$10,000. | | |
| <i>(Darin Chidsey, Director of SP&PA)</i> | | |

INFORMATION/DISCUSSION ITEMS

- | | | |
|---|--------------------|-----------|
| 3. 2014-2015 California Budget Summary
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 9 |
| 4. Summary of Select State Legislative Bills
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 29 |
| 5. Federal & State Legislative Update
<i>(Darin Chidsey, Director of SP&PA)</i> | Oral Update | |
| 6. Strategy, Policy & Public Affairs Update
<i>(Darin Chidsey, Director of SP&PA)</i> | Oral Update | |

**LEGISLATIVE/COMMUNICATIONS &
MEMBERSHIP COMMITTEE
AGENDA
JULY 15, 2014**

INFORMATION/DISCUSSION ITEMS CONT.

7. California Legislative Matrix
(*Darin Chidsey, Director of SP&PA*)

Attachment 33

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m., Tuesday, August 19, 2014 at the SCAG Los Angeles office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**May 20, 2014
Minutes**

The Legislative/Communications & Membership Committee held its May 20, 2014 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Bruce Barrows, District 23
Hon. Glen Becerra, District 46 (**Teleconference**)
Hon. Margaret Clark, District 32 (**Teleconference**)
Hon. Leslie Daigle, District 15 (**Teleconference**)
Hon. Gene Daniels, District 24
Hon. Margaret Finlay, District 35 (**Teleconference**)
Hon. Michele Martinez, District 16 - Arrived at 8:45am
Hon. Judy Mitchell, District 40 – (**Videoconference**)
Hon. Shawn Nelson, Orange County (**Teleconference**)
Hon. Greg Pettis, District 2 (**Teleconference**)
Hon. Adam Rush, RCTC (**Videoconference**)
Hon. Alan Wapner, SANBAG (**Teleconference**) – Arrived at 8:50am

CALL TO ORDER

The meeting was called to order by Councilmember Gene Daniels at 8:40 a.m. There was a quorum.

PUBLIC COMMENT PERIOD

None.

CONSENT CALENDAR

1. Minutes of March 18, 2014 Meeting

A motion was made (Barrows) to approve the Consent Calendar. The motion was SECONDED (Becerra) and UNANIMOUSLY approved by roll call vote (10 yes – Barrows, Becerra, Clark, Daigle, Daniels, Finlay, Mitchell, Nelson, Pettis, Rush).

ACTION ITEMS

2. SCAG Sponsorship

Darin Chidsey, Director of Strategy, Policy & Public Affairs, introduced the Los Angeles County Economic Development Corporation 9th Annual International Trade Outlook Event.

A motion was made (Barrows) to recommend approval of up to \$5,000 for the Los Angeles County Economic Development Corporation 9th Annual International Trade Outlook Event to the

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Regional Council. Motion was SECONDED (Martinez) and UNANIMOUSLY approved by roll call vote (11 -YES – Barrows, Becerra, Clark, Daigle, Daniels, Finlay, Martinez, Mitchell, Pettis, Rush, Wapner).

3. SB 1418 (DeSaulnier) Vehicle weight fees: Transportation bond debt service

Darin Chidsey, Director of Strategy, Policy & Public Affairs, summarized SB 1418 which would repeal statutory provisions enacted as part of the 2010-11 state budget agreement that transfer vehicle weight fees from the State Highway Account to the Transportation Debt Service Fund. Mr. Chidsey recommended support of the bill but with amendments specifying that from the 56% of weight fee monies directed to the SHA, that the same portion go to the State Transportation Improvement Program (STIP) as existed prior to the 2010-11 gas tax swap so that not only the prior funding level is guaranteed funding for highway maintenance and preservation, but also STIP funded purposes as well.

A motion was made (Barrows) to recommend approval of SB 1418 with amendments to the Regional Council. Motion was SECONDED (Finlay) and UNANIMOUSLY approved by roll call vote (11 -YES – Barrows, Becerra, Clark, Daigle, Daniels, Finlay, Martinez, Mitchell, Pettis, Rush, Wapner).

4. AB 2707(Chau) Triple Bike Racks

Darin Chidsey, Director of Strategy, Policy & Public Affairs, provided a brief update on AB 2707, which would permit extending the length of a bus and the installment of triple bike racks. Per the limitations on most buses, the bike racks currently hold only two (2) bikes. Mr. Chidsey added that this bill was originally proposed by Los Angeles County Metropolitan Transportation Authority (LA METRO) and since has been extended statewide. AB 2707 has become a legislative priority in the last few years due to increase in bike activity and connecting first and last mile strategies.

A motion was made (Martinez) to recommend support of AB 2707 to the Regional Council. Motion was SECONDED (Barrows) and UNANIMOUSLY approved by roll call vote (11 -YES – Barrows, Becerra, Clark, Daigle, Daniels, Finlay, Martinez, Mitchell, Pettis, Rush, Wapner).

5. SB 1228 (Hueso) – Trade Corridors Improvement Fund

Darin Chidsey, Director of Strategy, Policy & Public Affairs, presented SB 1228, a bill looking to extend the Trade Corridors Improvement Fund (TCIF) indefinitely. The TCIF was established by Proposition 1B in 2006 that was to deliver the bond funding to the local regions to invest in goods movement projects and port related activities. After the fund was established by Proposition 1B, guidelines were set up by the California Transportation Commission (CTC) to decide how those funds would be allocated. All the funds of Proposition 1B have now been appropriated and allocated. Mr. Chidsey added that SB 1228 continues the existence of TCIF indefinitely in order to receive funds from non-Proposition 1B sources, specifically any cap-and-trade revenues or federal money that is dedicated towards freight. Mr. Chidsey recommended a support in concept position of SB 1228 with request to amend the bill to incorporate by reference

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the existing program guidelines previously adopted by the CTC to maintain existing TCIF funding distributions to California's primary corridors; and, to specify that future revenue sources shall be allocated through the Trade Corridor Improvement Fund according to the distribution ratios for each corridor as identified in Government Code Section 8879.52. Councilmember Mitchell reiterated the significance of supporting this legislation and how important it is for the SCAG region.

A motion was made (Barrows) to recommend approval of SB 1228 to the Regional Council. Motion was SECONDED (Daniels) and UNANIMOUSLY approved by roll call vote (11 YES – Barrows, Becerra, Clark, Daigle, Daniels, Finlay, Martinez, Mitchell, Pettis, Rush, Wapner).

INFORMATION ITEMS

6. General Assembly Update

Angela Rushen-Ross, Manager of Media & Public Affairs, thanked all of the elected officials for contributing SCAG's General Assembly success. Mrs. Rushen-Ross reported there were over 800 attendees and received overall positive feedback from attendees and sponsors. To ensure the conference is meeting expectations of attendees and sponsors, the participants were asked to comment on the conference via a survey. The survey was sent out May 2, closed on May 15, and staff is currently analyzing the results. Staff will provide the LCMC with any further updates at the next meeting. Mrs. Rushen-Ross again thanked the LCMC for all of their support and participation.

7. 2014 California Budget May Revision Summary

Jeff Dunn, Senior Legislative Analyst, informed the LCMC on the California Budget May Revise, released by Governor Brown last week. Mr. Dunn reported that this year's budget does show signs of positivity in the fact that it points to a modest recovery in California which can be seen through various increased revenues due primarily to personal income tax withholding, partnership income, and dividend income from stocks. Mr. Dunn advised that some of these increased revenues are offset by higher than expected costs to fund Medi-Cal due to a significant rise in enrollment arising from the federal Affordable Care Act, as well as increased General Fund costs to support the Proposition 98 guarantee to education due to increased K-12 enrollment and other factors. Mr. Dunn provided further details of the May revise which included an update on Redevelopment Agencies (RDA), and a modest Caltrans budget increase.

8. Summary of Surface Transportation Reauthorization Bills

Darin Chidsey, Director of Strategy, Policy & Public Affairs, updated the Committee on two particular legislative items that have been moving in Washington D.C: 1) the Generating Renewal Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act (GROW AMERICA Act); and 2) Senator Barbara Boxer's (D-CA) Environment and Public Works Committee MAP-21 Reauthorization Act. The Grow America Act is four (4) year, \$302 billion bill that increases baseline authorization funding levels for core surface transportation programs. Mr. Chidsey

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emphasized that the legislation includes provisions consistent with SCAG's legislative priority to secure enhanced, dedicated freight funding through its multimodal freight investment program. This bill also suggests the funding for this program will be generated through significant corporate tax overhaul that would encourage repatriation of potentially trillions of dollars of offshore corporate profits, revenues from which would provide some of the funding in the Highway Trust Fund (HTF) and would allow for increased expenditures in transportation. Senator Boxer's bill is a \$262 billion six (6) year bill, keeping current baseline funding levels, indexed to inflation. It also contains a freight funding program allocated by formula. California would receive more funding than any other state, approximately 9% of funding. Mr. Chidsey stated SCAG is grateful and supportive of Senator Boxer's efforts to reauthorize MAP-21 this year.

9. Federal & State Legislative Update

Darin Chidsey, Director of Strategy, Policy & Public Affairs, had no further update.

10. Strategy, Policy & Public Affairs Update

Darin Chidsey, Director of Strategy, Policy & Public Affairs announced, Angela Rushen-Ross, Manager of Media & Public Affairs will be leaving SCAG at the end of June, but is very excited for her new future.

11. California Legislative Matrix

The Matrix has been updated for the Committee's reference.

FUTURE AGENDA ITEMS

ANNOUNCEMENTS

None.

ADJOURNMENT

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 am – 10:00 am, Tuesday, June 17, 2014 at the SCAG Los Angeles office.

Reviewed by:



Darin Chidsey
Director, Strategy, Policy & Public Affairs

REPORT

DATE: July 15, 2014

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SCAG Memberships & Sponsorship

RECOMMENDED ACTION:

Approve

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$76,402 in annual memberships and sponsorship for: 1) American Public Transportation Association (\$5,602); and 2) California Association of Councils of Government (\$30,800); and 3) National Association of Regional Councils (\$30,000); and 4) UCLA Lewis Center and Institute of Transportation Studies Transportation Land-Use Environment Connection Symposium (\$10,000).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

SCAG's participation and leadership in several organizations are central to the success of SCAG's core responsibilities and funds have been included in the approved FY 2014/15 budget. They are consistent with SCAG work priorities for FY 2014/2015 as approved by the Regional Council.

Memberships

1. American Public Transportation Association (APTA) \$5,602

The American Public Transportation Association (APTA) is a leading force in advancing public transportation. APTA members include transit systems, government agencies, manufacturers, suppliers, consulting firms, contractors, and other business partners. To strengthen and improve public transportation, APTA serves and leads its diverse membership through advocacy, innovation, and information sharing. An annual membership, with dues for FY 2013/2014 in the amount of \$5,602, provides SCAG with access to the highest-quality tools, resources, and programs, including advocacy efforts, networking and partnership opportunities, the latest industry research and data, and professional development. These benefits are valuable in light of new requirements under the recently enacted federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), and will continue to be beneficial as Congress continues to work on the next federal transportation reauthorization bill.

2. California Association of Councils of Government (CALCOG) \$30,800

Established in 1977, the California Association of Council of Governments (CALCOG) is a statewide association representing 36 regional planning agencies working to assist each member in developing capacity to serve its members' needs for regional coordination and policy development. CALCOG's members serve as a forum for local governments to prepare regional plans, set regional transportation policy, strengthen the effectiveness of local government, and develop and maintain regional databases.

CALCOG works with and through its members to:

- Review plans, and policies on subjects agreed upon by members;
- Coordinate policy development as appropriate to the League of California Cities, the California State Association of Counties, the National Association of Regional Councils, and the Association of Metropolitan Planning Organizations;
- Promote more effective planning at the regional level;
- Conduct statewide workshops and conferences which provide members with an ideal opportunity to discuss key issues and learn from recognized experts in various fields; and
- Provide an informational clearinghouse on issues of concern to the regions and state.

The FY 2014/2015 annual dues are \$30,800. Former SCAG President Pam O'Connor serves on CALCOG's Executive Committee and Hasan Ikhata serves on the Executive Director Committee.

In the post SB 375 era, and the vast quantity of legislation and policies related to regional issues and sustainable communities, CALCOG membership has become increasingly more valuable to SCAG and its members. CALCOG provides a strong voice for regional organizations in Sacramento with the legislature and the administration. However, there is a cost associated with this greater effort and it is reflected in a dues increase for 2014/2015. In FY 2013/2014, SCAG paid \$26,647 in CALCOG dues and a \$4,000 one-time voluntary supplemental payment to support CALCOG's cap-and-trade work. Dues have increased for FY 2014/2015, but taking into consideration the dues paid in FY 2013/2014 and the voluntary supplemental payment, the FY 2014/2015 dues have only increased by \$103. As background, under previous CALCOG management, SCAG's dues in FY 09-10 were \$44,607.

3. National Association of Regional Councils (NARC) \$30,000

NARC is the leading advocate for Metropolitan Planning Organizations (MPO) based out of Washington, DC. NARC serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities and issues. NARC's member organizations are composed of multiple local governments that work together to serve American communities – large and small, urban and rural. They regularly provide solutions that positively impact American communities through effective inter-jurisdictional cooperation. SCAG has been an active member of NARC throughout the years and recommends continuing to do so as this organization is consistent with SCAG core responsibilities and adopted Mission.

The FY 2014/2015 dues are \$30,000. As a national public interest organization, NARC works with and through its members to:

- Shape federal policy that recognizes the increased value of local intergovernmental cooperation;
- Advocate effectively for the role of regional councils in the coordination, planning, and delivery of current and future federal programs;
- Provide research and analysis of key national issues and developments that impact our members; and
- Offer high quality learning and networking opportunities for regional organization through events, training, and technical assistance.

Former SCAG President Pam O'Connor is the District XIV Representative on the NARC Board of Directors. SCAG Executive Director, Hasan Ikhrata is one of the District XIV Representatives on the Executive Directors Council. SCAG Chief Deputy Executive Director Sharon Neely serves as the Chair of the Goods Movement Subcommittee.

Sponsorship

4. UCLA Lewis Center and Institute of Transportation Studies Transportation Land-Use Environment Connection Symposium (October 19-21 2014) \$10,000

Each year, the UCLA Lewis Center and Institute of Transportation Studies Program holds a symposium dealing with regional and public policy issues. This year's symposium--Resilient Cities & Regions--will take place on October 19-21, 2014 at the UCLA Lake Arrowhead Conference Center and will include panels and other forums for dialogue among public officials, private industry leaders, and audience members to explore the implications of recent and foreseeable future technological innovations for transportation, land use, and environmental policy and planning. SCAG has been a sustaining co-sponsor of this program, which enables SCAG to maintain membership on the 2014-2015 Arrowhead Steering Committee and directly help plan and evaluate the event, including suggesting topics and speakers and nominating experts to attend the symposium consistent with SCAG goals.

The sponsorship also provides the following:

- One (1) complimentary registration;
- Three (3) registrations at 50% off;
- 12 nominations for conference attendance;
- Exclusive display of promotional materials during afternoon reception or dinner;
- Highlighted recognition on main conference website with logo on landing page;
- Highlighted recognition as Platinum sponsor from the podium as meal or reception sponsor;
- Shared display of promotional materials at the registration table;
- Shared recognition in conference materials;
- Opportunity to network with speakers, faculty, and prominent public officials; and
- Recognition as sponsor of (choose one):
 - Sunday Afternoon Reception, Sunday Dinner, Monday Afternoon Reception, or Monday Dinner

SCAG staff is recommending again a Platinum Level sponsorship in the amount of \$10,000. SCAG Board members and Executive staff will attend the meeting.

REPORT

FISCAL IMPACT:

\$76,402 for memberships and sponsorship are included in the approved FY 2014/2015 General Fund budget.

ATTACHMENTS:

None.

Reviewed by: 

Darin Chidsey
Director, Strategy, Policy & Public Affairs

Reviewed by: 

Basil Panas
Chief Financial Officer

REPORT

DATE: July 15, 2014

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: 2014-2015 California Budget Summary

RECOMMENDATION:

For information only

EXECUTIVE SUMMARY:

On June 20, 2014, Governor Brown signed the 2014-15 California state budget, a \$108 billion measure for the coming fiscal year that pays down debt, builds a rainy day fund, provides additional money for schools and health care, and establishes an expenditure plan for cap-and-trade revenues. The budget, took effect July 1, 2014, also outlines a multiyear spending plan for cap-and-trade revenue, which is required to be used for reducing greenhouse gas emissions. This memorandum summarizes major provisions of both the budget and the cap-and-trade expenditure plan.

BACKGROUND:

The enacted budget agreed to by the Legislature and signed by the Governor achieves many of the objectives outlined by the Governor when introduced in January of this year. Namely, to reduce the state's overall debt; address the unfunded liability of the teacher's retirement system; increase the state's rainy day fund; increase investment in various aid programs including higher Medi-Cal costs resulting from the Affordable Care Act; and to direct cap-and-trade revenues to projects and purposes that help reduce the state's overall greenhouse gas emissions.

In short summary, the enacted budget does the following:

- Sets aside \$1.6 billion for the state's rainy day fund per the Governor's request;
- Reduces more than \$10 billion of accumulated debt (also known as the 'Wall of Debt') by paying down the deferral of payments to schools by \$5 billion, paying off the Economic Recovery Bonds, repaying various special fund loans and funding \$100 million in mandate claims that have been owed to local governments since at least 2004;
- With approved companion legislation, begins to reduce the \$74 billion in unfunded teacher pension liabilities, which will run out of money in 33 years if the state does nothing, by investing \$275 million into the program paid by the state, school districts, and increased teacher contributions;
- Invests \$264 million for free preschool and day care for low-income families;
- Increases the maximum aid allowed under California's welfare-to-work program, CalWORKS, by 5 percent;

REPORT

- Invests more than \$10 billion in Proposition 98 funding for education, and increases funding to the University of California and California State University systems by 5 percent, while holding tuition to 2011-12 levels;
- Assumes Medi-Cal costs will rise by \$2.4 billion over 2012-13 due to higher enrollment into the program as part of the federal Affordable Care Act's Medicaid expansion;
- Provides a cap-and-trade expenditure plan which, among other provisions funds \$250 million this year and a quarter of future revenues to the \$68 billion high-speed rail project.

Transportation

The Transportation Agency, established as part of the Governor's 2012 Reorganization Plan, develops and coordinates the policies and programs of the state's transportation entities to achieve the state's mobility, safety and air quality objectives from its transportation system. The Agency oversees the activities of the Departments of the California Highway Patrol, Transportation, and Motor Vehicles; and the following boards and commissions: the High-Speed Rail Authority, the California Transportation Commission and the Board of Pilot Commissioners.

The following table reflects positions and expenditures for each department in this agency area in the 2014-15 budget. State funds reflect total General Fund, special funds, and selected bond funds. Total funds include state funds, federal funds, other non-governmental cost funds, and reimbursements.

Code	Department	Enacted 2014-15*		
		Positions	Total State Funds	Total All Funds
0521	Transportation, Secy	58.0	\$2,555	\$100,872
2600	California Transportation Commission	19.0	28,036	28,561
2640	State Transit Assistance	-	1,222,040	1,222,040
2660	Department of Transportation	19,346.5	4,645,075	11,065,023
2665	High-Speed Rail Authority	177.0	279,316	1,391,031
2670	Board of Pilot Commissioners	4.0	2,161	2,161
2700	Office of Traffic Safety	-	-	-
2720	Dept of the California Highway Patrol	11,062.7	1,972,950	2,097,709
2740	Department of Motor Vehicles	9,030.3	1,056,828	1,077,291
2830	General Obligation Bonds-Transportation	-	1,267,228	1,267,228
Totals, Positions and Expenditures		39,697.5	\$10,476,189	\$18,251,916

The most significant expenditure adjustment in the transportation portion of the state budget is the early repayment of General Fund loans. The Budget includes \$351 million in early General Fund loan repayments. Of this amount, \$100 million is for cities and counties for preservation of local streets and roads. The majority of the remaining amount will be allocated to pavement rehabilitation and

maintenance projects on the state highway system and traffic management projects that improve mobility.

Cap and Trade Expenditure Plan

The 2014-15 state budget establishes an expenditure plan for cap-and-trade auction revenues to meet the goals set for by the California Global Warming Solutions Act of 2006 (AB 32). This law sets a goal of reducing overall state greenhouse gas emissions to 1990 levels by 2020, of which the cap-and-trade program will be responsible for achieving approximately 30 percent of these reductions. Additionally, Chapter 830, Statutes of 2012 (SB 535), requires that at least 10 percent of the proceeds received by the state be invested within the most impacted and disadvantaged communities and at least 25 percent of the proceeds be invested to benefit these communities.

On June 20, 2014, the Governor signed the FY 2014-15 state budget that includes the first investment plan for Cap and Trade auction revenues. This brief outlines the main points of interest for regional transportation planning agencies, summarizes the scope of key programs. The adopted budget bill and a series of “trailer bills” implement two aspects of the Cap and Trade expenditure plan: a budget year (2014-15) appropriation (SB 852) with fixed dollar amounts going to specified programs, and, in 2015-16 and thereafter, specified programs will receive set percentages of annual Cap and Trade proceeds (SB 862 – cap and trade program trailer bill).

In summary, primary provisions of both bills indicating ongoing appropriations under the cap and trade program as well as the FY 2014-15 are as follows:

- Only two categories under cap and trade program get multi-year allocations – which total 60% of future revenues: Transit, Housing, and Sustainable Communities (35%); and High-Speed Rail (25%). The other 40% of cap and trade funds will be subject to the annual budget process to other program areas;
- Funding for FY 2014-15 varies from this formula because of a one-time \$200 million allocation to clean transportation. FY 2014-15 appropriations are broken down as follows:
 - \$130 million allocated to Affordable Housing and Sustainable Communities;
 - \$250 million allocated to High Speed Rail;
 - \$200 million allocated to Clean Vehicle Program;
 - \$50 million allocated to Transit;
 - \$242 million for non-transportation related programs for energy, water, waste diversion and weatherization.
- Of the \$130 million allocated to Affordable Housing and Sustainable Communities, funding is subject to the following requirements:
 - Half (50%) of this money must be used for affordable housing, with the Strategic Growth Council as the lead agency to decide where and how to allocate funds;
 - Other half (50%) for projects typically included in a regional transportation plan, such as including but not limited to transit capital and programs supporting transit ridership; active transportation projects; TOD projects; ‘Complete Streets’ projects; planning to support SCS implementation, including local plans; programs must be in draft or adopted SCS and subject to SCS guidelines.

REPORT

- Distribution of funds is not further defined and there is no provision for regional parity.
 - The percentage of funds that must be appropriated for benefit of disadvantaged communities is doubled under the budget proposal from 25% (under SB 525) to 50% of funds;
 - The SGC is given authority to develop guidelines for the allocation of cap and trade funds with consideration of comments from local and regional governments and, after guidelines are developed, is required to coordinate with regional agencies to recommend projects.
- Of the \$50 million allocated to transit, \$25 million is for Transit Operations or Capital (local) – funded by State Transit Assistance formula, subject to ARB guidelines and Caltrans approval; and \$25 million for Transit Capital or Operations (State) - including bus transit, and commuter and intercity and urban light rail – funded on competitive basis at California Transportation Commission, California State Transportation Agency review.

Attached to this report is a comprehensive policy brief prepared by the California Association of Councils of Governments (CALCOG) that details the overall cap-and-trade program with detailed summary of 2014-15 budget allocations and references to related sections of existing statute concerning program requirements and other provisions. More detailed information concerning the 2014-15 budget can be obtained at the California Department of Finance website at: www.ebudget.ca.gov

ATTACHMENT:

Cap-and-Trade Policy Brief



CAP & TRADE POLICY BRIEF

TRANSIT, HOUSING, & SUSTAINABLE COMMUNITIES PROGRAM

I. INTRODUCTION

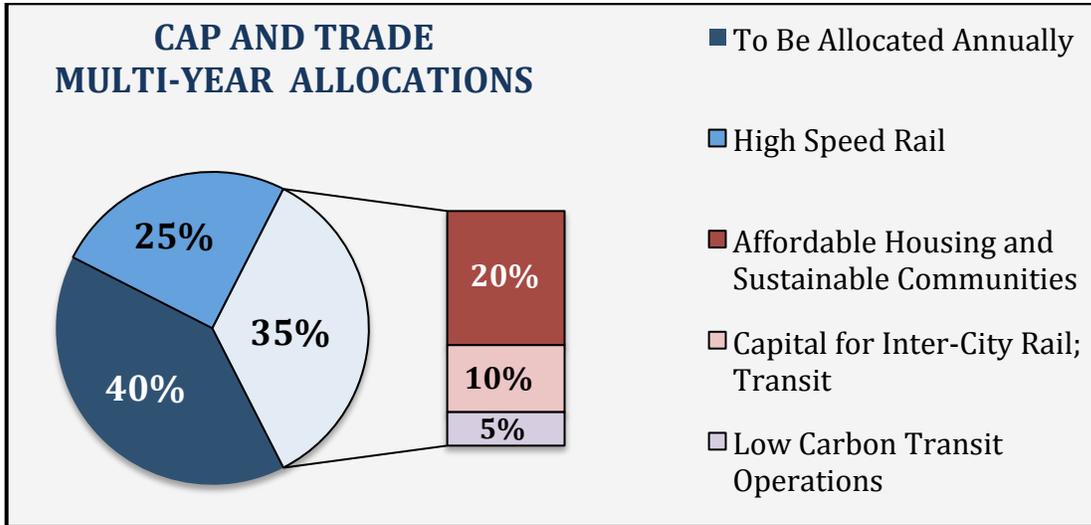
Last week, the Legislature adopted—and the Governor signed—a budget for FY 2014-15 that includes the first investment plan for Cap and Trade auction revenues. This brief outlines the main points of interest for regional transportation planning agencies, summarizes the scope of key programs, and provides selected language from SB 852 (allocations) and SB 862 (cap and trade program trailer bill).

II. CAP AND TRADE PROGRAM HIGHLIGHTS

1. **The Big News: Ongoing Appropriation.** Only two categories (totaling 60% of future revenues) get multi-year allocations: Transit, Housing, and Sustainable Communities (35%) and High-Speed Rail (25%). Other program areas will be subject to the annual budget process. *See chart, next page.*
2. **But FY 14-15 is Different.** Funding is different the first year largely because of a \$200 million allocation to clean transportation. Thus, \$130 million is allocated to affordable housing and sustainable communities; and \$50 million for transit split evenly between the Transit Capital and Transit Operations. An additional \$242 million for non-transportation related programs for energy, water, waste diversion, and weatherization.

FY 14-15 Appropriations	\$ in Millions
High Speed Rail	\$250
Clean Vehicle Program	\$200
Housing/Sustainable Comm.	\$130
Transit	\$50
Other Programs	\$242
TOTAL	\$872

3. **Reporting and Quantification.** The Air Resource Board will develop guidance on GHG reporting and quantification methods for all state agencies that receive appropriations to ensure that the requirements of AB 32 are met.
4. **Strategic Growth Council Change.** The Senate and Assembly each get to appoint a public member to the Strategic Growth Council—making the council 3 public members and seven senior members of the Administration.
5. **20% for Affordable Housing & Sustainable Communities.** This funding is subject to a specific set of rules and guidelines:
 - i. **Half for Housing.** Half (10%) must be used for affordable housing. SGC will be the lead agency, though SGC likely will “leverage” HCD’s expertise.
 - ii. **“Other Half” Eligibility.** Threshold eligibilities include projects typically included in a regional transportation plan (see table on page 3). But it also includes agriculture mitigation and undefined “other programs.”
 - iii. **Distribution Undetermined.** The distribution method is to be determined; no provision is made for regional parity, though non-MPO areas are included.



- iv. *50% for Disadvantaged Communities.* The percentage for disadvantaged communities is doubled from the SB 535 standard of 25% to 50%.
 - v. *State Guidelines.* The council is directed to “leverage the programmatic and administrative expertise of relevant state departments” in developing the guidelines. Comments from local and regional governments are to be “considered” in the same manner as other stakeholders in public hearings.
 - vi. *“Coordinated” Project Selection.* After guidelines are developed, the Council is required to “coordinate” with regional agencies to recommend projects.
6. **Transit and Intercity Rail Capital Program.** This program is for commuter and inter-regional rail and bus rapid transit projects. The Transportation Agency will develop guidelines, review applications, and make recommendations to the CTC. Funding must comply with the SB 535-standard 25% for disadvantaged communities; and achieve “geographic equity” and SCS consistency.
- *Special Note:* Clean up language on this element is in the works to explicitly authorize bus transit as an eligible use under the program.
7. **Low Carbon Transit.** Funding goes out under the State Transit Assistance formula for new and expanded service (including equipment); and 50% of the funding must be expended for disadvantaged communities. Caltrans must approve all expenditures to determine they meet the guidelines.
8. **High-Speed Rail.** High speed rail gets \$250 million in the first year; 25% going forward; and gets an additional \$400 million from prior year auction sales.
9. **Disadvantaged Communities & CalEnviroscreen.** The CalEnviroscreen tool (that identifies disadvantaged communities) came under scrutiny throughout the budget process. New language provides that the Air Resources Board, working with CalEPA, shall develop guidelines for the use of the CalEnviroscreen tool, including how “benefits” should be “maximized.”



III. SUSTAINABLE COMMUNITIES SCOPE & ELIGIBILITY

PROGRAM:	AFFORDABLE HOUSING & SUSTAINABLE COMMUNITIES
Administered By:	Strategic Growth Council
Target:	50% must benefit disadvantaged communities; 50% for Affordable Housing
Project Eligibility:	<ul style="list-style-type: none"> • Affordable housing that supports infill and compact development • Transit capital and programs “supporting transit ridership” • Active transportation projects (infrastructure & non-infrastructure) • TOD projects • Capital projects that implement complete streets • Projects that reduce GHG emissions by reducing auto trips and VMT • Acquisition of easements or other approaches to protect agricultural lands under threat of development • Planning to support SCS implementation, including local plans • Must be in draft or adopted SCS • Subject to SGC guidelines
PROGRAM:	TRANSIT & INTER-CITY RAIL (AND BUS) CAPITAL PROGRAM
Administered By:	Transportation Agency develops guidelines, scores applications, and makes recommendations, CTC allocates funds
Target:	25% must benefit disadvantaged communities; achieve geographic equity
Project Eligibility:	<ul style="list-style-type: none"> • Rail capital • Bus rapid transit and other bus investments to increase ridership and reduce GHGs • Service improvements to improve reliability & decrease travel times • Integrated ticketing and scheduling systems, shared-use corridors, related planning efforts and service integration initiatives • Must be consistent with SCS • Subject to SGC guidelines
PROGRAM:	LOW CARBON TRANSIT OPERATIONS PROGRAM
Administered By:	Operator (or RTPA for population-based funds) must submit project to Caltrans for approval and verification that it qualifies as a GHG reducing project. Controller allocates funds
Target:	50% must benefit disadvantaged communities
Project Eligibility:	<ul style="list-style-type: none"> • Transit capital and operating expenses that enhance transit service and reduce GHG emissions • Support new or expanded bus or rail services, or expanded intermodal facilities and equipment, fueling and maintenance for those facilities.

**III. FY 14-15 Budget Allocations (SB 852)**

FY 14-15 Cap and Trade Allocations Related to Transportation	
with Budget Line Item and SB 852 Page Number	
Affordable Housing and Sustainable Communities	
- For Local Assistance (0650-101-3228, page 34)	129,201,000
- For Support of OPR (0650-001-3228, page 40)	799,000
Subtotal	130,000,000
Transit and Rail Capital and Transit Operations	
- Transit Operations (2640-101-3228, page 116)	25,000,000
- Rail and Transit Capital (2660-101-3228, Page 132)	24,791,000
- Support, Dept. of Transp. (2660-001-3228, page 124)	208,000
- Capital Outlay (2660-301-3228, page 143)	1,000
Subtotal	50,000,000
High Speed Rail	
- Capital Outlay (2665-306-3228, page 164)	191,414,000
- Capital Outlay (2665-301-3228, page 163)	58,586,000
Subtotal	250,000,000
Clean Transportation (3900-101-3228, Page 275)	197,266,000
ARB Support - All Programs (3900-001-3228, page 274)	11,520,000
TOTAL	638,786,000

Notes:

- *AB 852 Language.* Key provision related to these programs are included at the end of this document. A copy of SB 852 is posted on our website.
- *Final Determination and the Last 25%.* The last 25% of any fund cannot be allocated until the Department of Finance makes a final determination based on auction proceeds after the last auction of the year. See Section 15.13 of SB 852 (page 683).
- *Affordable Housing & Sustainable Communities.* These funds “may be available for transfer to the Department of Transportation, the Department of Housing and Community Development, the Department of Conservation, and the Natural Resources Agency for support costs and local assistance. . .”
- *California Transit Association.* A note of appreciation for the California Transit Association for identifying the key line items in SB 852.

V. SEVEN ADMINISTRATIVE PROCESSES

1. Reporting and quantification methods for GHG reductions	
Scope:	Define how projects further regulatory purposes of AB 32 contribute to reducing GHGs, and applicability of other non-greenhouse gas reduction objectives of AB 32
Agency:	Air Resources Board
Process:	Undefined (ARB hearing likely)
Statute:	Government Code § 16428.9(b)
2. Identification of Disadvantaged Communities	
Scope:	<i>(Already in Statute)</i> Geographic, socioeconomic, health, environmental hazard, pollution, and concentration of low income, high unemployment, high rent, or other factors.
Agency:	California Environmental Protection Agency
Process:	At least one public hearing
Statute:	Health and Safety Code § 38711
3. Funding Guidelines Relating to Disadvantaged Communities for Administering Agencies	
Scope:	Agencies shall “maximize benefits for disadvantaged communities.”
Agency:	Air Resources Board, in consultation with CALEPA
Process:	ARB shall provide an “opportunity for public input” prior to final guidelines.
Statute:	Public Resources Code § 39715
4. Coordinate Activities of SGC Member Agencies that related to Program	
Scope:	Coordinate programs SGC members in way that is consistent with requirements for disadvantaged communities, GHG reporting, and transit priority projects.
Agency:	Strategic Growth Council, in consultation with Air Resources Board
Process:	No public process is defined
Statute:	Public Resources Code § 75200.1
5. Affordable Housing & Sustainable Community Guidelines and Selection Criteria	
Scope:	Develop guidelines that are consistent with extensive eligibility and policy objectives included in the statute (See Pub. Resources §§ 75210 to 75214).
Agency:	SGC with member agencies and departments; ARB, other state entities as needed
Process:	At least two workshops (one north, one south); draft guidelines published 30 days in advance; consider comments from local and regional governments, stakeholders; conduct outreach to disadvantaged communities.
Statute:	Public Resources Code § 75215
6. Guidelines for Transit and Inter-City Rail Capital Program	
Scope:	Extensive criteria provided by statute
Agency:	California State Transportation Agency
Process:	At least two public workshops with draft posted at least 30 days prior.
Statute:	Public Resources Code § 75222
7. Guidelines for Low Carbon Transit Operations Program	
Scope:	Develop guidelines that describe methodologies that recipient transit agencies shall use to demonstrate that proposed expenditures will meet the established criteria
Agency:	CalTrans (working with ARB)
Process:	Undefined
Statute:	Public Resources Code Section 75230(f)

VI. ILLUSTRATIVE REVENUE ESTIMATE

The “ballpark” projections below are only “illustrative.” We cannot predict future auction revenues. But planners and economists make such projections all the time—see (for example) any forecast in a regional transportation plan. The table estimates revenues from FY 14-15 through FY 19-20 (but the two auctions in the first half of FY 20-21 are not included). Its based on the following assumptions:

- *Total Allowances.* ARB has published the number of state allowances that will be sold each year through 2020. But this assumption may be “optimistic” if the state elects to give more allowances away in lieu of sale if (for example) there is significant public concern about the economic effects (*e.g.*, price of gas increases).
- *75% Sell Rate for Allowances.* Not all allowances sell at every auction. The table below includes a very “back-of-the-envelope” guess that 75% of the allowances will actually sell. Some would call this assumption “conservative.”
- *Price.* Under current policy, the minimum price for allowances increases by 5% plus an inflation factor each year. This table starts with the minimum price in the first half of FY 14-15 and adds 5% (with no inflation factor) each year. The LAO noted in its *Cap and Trade Report* for the FY 14-15 Budget that “several economists” have estimated that the average price would be between \$15 and \$20 per ton. Thus, this could also be a conservative assumption.

The total revenue under these assumptions (counting the omitted two auctions) is approximately \$8.8 billion, well shy of the \$12 to \$45 billion range cited by the LAO. Accordingly, the table below may be a conservative estimate—which is why they are presented here for illustrative purposes only.

FISCAL YEAR	14/15	15/16	16/17	18/19	17/18	19/20
Allowances Offered (in millions)	125	195	182	128	155	68
75% Sell Rate (in millions)	93.75	146.25	136.5	96	116.25	51
Minimum Price	\$11.34	\$11.91	\$12.50	\$13.78	\$13.13	\$14.47
TOTAL AUCTION REVENUES	\$1,063,125,000	\$1,741,398,750	\$1,706,570,775	\$1,323,248,724	\$1,526,068,097	\$738,124,679
<i>20% - Afford Housing & Sustainable Communities</i>	<i>\$212,625,000</i>	<i>\$348,279,750</i>	<i>\$341,314,155</i>	<i>\$264,649,745</i>	<i>\$305,213,619</i>	<i>\$147,624,936</i>
<i>10% - Transit Capital</i>	<i>\$106,312,500</i>	<i>\$174,139,875</i>	<i>\$170,657,078</i>	<i>\$132,324,872</i>	<i>\$152,606,810</i>	<i>\$73,812,468</i>
<i>5%- Transit Operations</i>	<i>\$53,156,250</i>	<i>\$87,069,938</i>	<i>\$85,328,539</i>	<i>\$66,162,436</i>	<i>\$76,303,405</i>	<i>\$36,906,234</i>
“SUSTAINABLE” TOTAL	\$372,093,750	\$609,489,563	\$597,299,771	\$463,137,053	\$534,123,834	\$258,343,638

VII. SELECTED LANGUAGE from SB 862

SECTION 1. (a) The Legislature **finds and declares** all of the following:

.... (omitted text)

(6) As required by existing law, the use of the moneys appropriated from the GGRF for the Cap-and-Trade Expenditure Plan furthers the regulatory purposes of AB 32 by facilitating the achievement of reductions in greenhouse gases in the state. The Cap-and-Trade Expenditure Plan includes the following programmatic investment areas:

(A) Transit, Affordable Housing, and Sustainable Communities.

(B) High-Speed Rail.

(C) Low Carbon Transportation.

(D) Energy Efficiency and Renewable Energy.

(E) Natural Resources and Waste Diversion.

(7) Programs included in the Cap-and-Trade Expenditure Plan include the following:

(A) Expenditures for low-carbon transportation that include, but are not limited to, cleaning up cars, trucks, buses, and freight movement to meet federally mandated clean air requirements and long-term greenhouse gas emissions reduction goals, funding for heavy-duty freight, electric vehicle programs and rebates, and off-road vehicles.

.... (omitted text)

(D) The Affordable Housing and Sustainable Communities Program, which authorizes the Strategic Growth Council to fund land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas emissions. These projects, which were described in the AB 32 Scoping Plan, facilitate the reduction of the emissions of greenhouse gases by improving mobility options and increasing infill development, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversion, which would result in emissions of greenhouse gases.

(E) The Transit and Intercity Rail Capital Program, which authorizes the California Transportation Commission to provide grants, based on determinations of the Transportation Agency, to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.

(F) The Low Carbon Transit Operations Program, which authorizes the Controller to provide funding allocations based on project evaluation from the Department of Transportation and the State Air Resources Board, to fund operation investments to increase transit ridership and reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.

(G) The High Speed Rail Program, which authorizes the High Speed Rail Authority to utilize funds to begin the initial operating segment and the Phase I Blended System, and further environmental and design work on the statewide high speed rail system. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Chapter 20 (commencing with Section 2940) of Division 3 of the Streets and Highways Code), approved by the voters in 2008, specifies that the high-speed train system, once it is completed and becomes operational, will contribute significantly toward the goal of reducing emissions of greenhouse gases and other air pollutants and will help reduce California's dependence on foreign energy sources. As recognized in the AB 32 Scoping Plan, implementation of a high speed rail system will

facilitate the reduction of emissions of greenhouse gases and other air pollutants by providing the foundation for a large-scale transformation of California’s transportation infrastructure, displacing millions of vehicle miles traveled on the road, reducing demand for air travel, and increasing train ridership to ensure that the state’s greenhouse gas emission reductions are maintained and continued.

..... (omitted text)

SEC. 3. Section 16428.9 of the Government Code is **amended** to read:

16428.9. (a) Prior to expending any moneys appropriated to it by the Legislature from the fund, a state agency shall prepare a record consisting of all of the following:

- (1) A description of each expenditure proposed to be made by the state agency pursuant to the appropriation.
- (2) A description of how a proposed expenditure will further the regulatory purposes of Division 25.5 (commencing with Section 38500) of the Health and Safety Code, including, but not limited to, the limit established under Part 3 (commencing with Section 38550) and other applicable requirements of law.
- (3) A description of how a proposed expenditure will contribute to achieving and maintaining greenhouse gas emission reductions pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.
- (4) A description of how the state agency considered the applicability and feasibility of other nongreenhouse gas reduction objectives of Division 25.5 (commencing with Section 38500) of the Health and Safety Code.
- (5) A description of how the state agency will document the result achieved from the expenditure to comply with Division 25.5 (commencing with Section 35800) of the Health and Safety Code.

(b) The State Air Resources Board shall develop guidance on reporting and quantification methods for all state agencies that receive appropriations from the fund to ensure the requirements of this section are met. Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 does not apply to the procedures developed pursuant to this subdivision.
(omitted text)

SEC. 5. Section 39711 of the Health and Safety Code is **amended** to read:

39711. (a) The California Environmental Protection Agency shall identify disadvantaged communities for investment opportunities related to this chapter. These communities shall be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

- (1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- (2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

(b) The California Environmental Protection Agency shall hold at least one public workshop prior to the identification of disadvantaged communities pursuant to this section.

(c) Chapter 3.5 (commencing with Section 11340) of the Part 1 of Division 3 of Title 2 of the Government Code does not apply to the identification of disadvantaged communities pursuant to this section.

SEC. 6. Section 39715 of the Health and Safety Code is **amended** to read:

39715. (a) *The state board, in consultation with the California Environmental Protection Agency shall develop funding guidelines for administering agencies that receive appropriations from the fund to ensure the requirements of this chapter are met. The guidelines shall include a component for how administering agencies should maximize benefits for disadvantaged communities, as described in Section 39711.*

(b) *The state board shall provide an opportunity for public input prior to finalizing the guidelines.*

(c) *Chapter 3.5 (commencing with Section 11340) of the Part 1 of Division 3 of Title 2 of the Government Code does not apply to the guidelines developed pursuant to this section.*

SEC. 7. Section 39719 is **added** to the Health and Safety Code, to read:

39719. (a) *The Legislature shall appropriate the annual proceeds of the fund for the purpose of reducing greenhouse gas emissions in this state in accordance with the requirements of Section 39712.*

(b) *To carry out a portion of the requirements of subdivision (a), annual proceeds are continuously appropriated for the following:*

(1) *Beginning in the 2015–16 fiscal year, and notwithstanding Section 13340 of the Government Code, 35 percent of annual proceeds are continuously appropriated, without regard to fiscal years, for transit, affordable housing, and sustainable communities programs as following:*

(A) *Ten percent of the annual proceeds of the fund is hereby continuously appropriated to the Transportation Agency for the Transit and Intercity Rail Capital Program created by Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code.*

(B) *Five percent of the annual proceeds of the fund is hereby continuously appropriated to the Low Carbon Transit Operations Program created by Part 3 (commencing with Section 75230) of Division 44 of the Public Resources Code. Funds shall be allocated by the Controller, according to requirements of the program, and pursuant to the distribution formula in subdivision (b) or (c) of Section 99312 of, and Sections 99313 and 99314 of, the Public Utilities Code.*

(C) *Twenty percent of the annual proceeds of the fund is hereby continuously appropriated to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program created by Part 1 (commencing with Section 75200) of Division 44 of the Public Resources Code. Of the amount appropriated in this subparagraph, no less than 10 percent of the annual proceeds shall be expended for affordable housing, consistent with the provisions of that program.*

(2) *Beginning in the 2015–16 fiscal year, notwithstanding Section 13340 of the Government Code, 25 percent of the annual proceeds of the fund is hereby continuously appropriated to the High-Speed Rail Authority for the following components of the initial operating segment and Phase I Blended System as described in the 2012 business plan adopted pursuant to Section 185033 of the Public Utilities Code:*

(A) *Acquisition and construction costs of the project.*

(B) *Environmental review and design costs of the project.*

(C) *Other capital costs of the project.*

(D) *Repayment of any loans made to the authority to fund the project.*

(c) *In determining the amount of annual proceeds of the fund for purposes of the calculation in subdivision (b), the funds subject to Section 39719.1 shall not be included.*

SEC. 20. Section 75121 of the Public Resources Code is **amended** to read:

75121. (a) The Strategic Growth Council is hereby established in state government and it shall consist of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Transportation, the Secretary of California Health and Human Services, the Secretary of Business, Consumer Services, and Housing, the Secretary of Food and Agriculture, *one member of the public appointed by the Speaker of the Assembly, one member of the public appointed by the Senate Committee on Rules*, and one member of the public to be appointed by the Governor. The public members shall have a background in land use planning, local government, resource protection and management, or community development or revitalization *and shall serve at the pleasure of the appointing authority*.

(b) Staff for the council shall be reflective of the council’s membership.

SEC. 21. Division 44 (commencing with Section 75200) is **added** to the Public Resources Code, to read: **Transit, Affordable Housing, and Sustainable Communities Program**

PART 1. Affordable Housing and Sustainable Communities

CHAPTER 1. General Provisions

75200. *For the purposes of this part, the following terms have the following meanings:*

- (a) *“Council” means the Strategic Growth Council established pursuant to Section 75121.*
- (b) *“Disadvantaged communities” means communities identified as disadvantaged communities pursuant to Section 39711 of the Health and Safety Code.*
- (c) *“Program” means the Affordable Housing and Sustainable Communities Program established pursuant to Section 75210.*

75200.1. *Consistent with Section 75125, the council, in consultation with the State Air Resources Board, shall review and coordinate the activities of member agencies of the council for the programs included in this part. The council shall review these programs, including grant guidelines of each program, consistent with Chapter 4.1 (commencing with Section 39710) of Part 2 of Division 26 of the Health and Safety Code, including the recommendations of the investment plan, Article 9.7 (commencing with Section 16428.8) of Chapter 2 of Part 2 of Division 4 of Title 2 of the Government Code, and Chapter 4.2 (commencing with Section 21155) of Division 13 of this code.*

CHAPTER 2. Affordable Housing and Sustainable Communities Program

75210. *The council shall develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:*

- (a) *Reducing air pollution.*
- (b) *Improving conditions in disadvantaged communities.*
- (c) *Supporting or improving public health and other cobenefits as defined in Section 39712 of the Health and Safety Code.*
- (d) *Improving connectivity and accessibility to jobs, housing, and services.*
- (e) *Increasing options for mobility, including the implementation of the Active Transportation Program established pursuant to Section 2380 of the Streets and Highways Code.*
- (f) *Increasing transit ridership.*

(g) Preserving and developing affordable housing for lower income households, as defined in Section 50079.5 of the Health and Safety Code.

(h) Protecting agricultural lands to support infill development.

75211. *To be eligible for funding pursuant to the program, a project shall do all of the following:*

(a) Demonstrate that it will achieve a reduction in greenhouse gas emissions.

(b) Support implementation of an adopted or draft sustainable communities strategy or, if a sustainable communities strategy is not required for a region by law, a regional plan that includes policies and programs to reduce greenhouse gas emissions.

(c) Demonstrate consistency with the state planning priorities established pursuant to Section 65041.1 of the Government Code.

75212. *Projects eligible for funding pursuant to the program include any of the following:*

(a) Intermodal, affordable housing projects that support infill and compact development.

(b) Transit capital projects and programs supporting transit ridership.

(c) Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations.

(d) Noninfrastructure-related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals conducted in conjunction with infrastructure improvement projects.

(e) Transit-oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations.

(f) Capital projects that implement local complete streets programs.

(g) Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community.

(h) Acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses, particularly those adjacent to areas most at risk of urban or suburban sprawl or those of special environmental significance.

(i) Planning to support implementation of a sustainable communities strategy, including implementation of local plans supporting greenhouse gas emissions reduction efforts and promoting infill and compact development.

75213. *A project eligible for funding pursuant to the program shall be encouraged to promote the objectives of Section 75210, and economic growth, reduce public fiscal costs, support civic partnerships and stakeholder engagement, and integrate and leverage existing housing, transportation, and land use programs and resources.*

75214. *In implementing the program, the council shall support the goals established pursuant to Chapter 830 of the Statutes of 2012 by ensuring a programmatic goal of expending 50 percent of program expenditure for projects benefiting disadvantaged communities. To the extent feasible, the council shall coordinate outreach to promote access and program participation in disadvantaged communities.*

75215. *(a) Prior to awarding funds under the program, the council, in coordination with the member agencies and departments of the council, the State Air Resources Board, and other state entities, as needed, shall develop guidelines and selection criteria for the implementation*

of the program.

(b) Prior to adoption of the guidelines and the selection criteria, the council shall conduct at least two public workshops to receive and consider public comments. One workshop shall be held at a location in northern California and one workshop shall be held at a location in southern California.

(c) The council shall publish the draft guidelines and selection criteria on its Internet Web site at least 30 days prior to the public meetings.

(d) In adopting the guidelines and selection criteria, the council shall consider the comments from local governments, regional agencies, and other stakeholders. The council shall conduct outreach to disadvantaged communities to encourage comments on the draft guidelines from those communities.

(e) Program guidelines may be revised by the council to reflect changes in program focus or need. Outreach to stakeholders shall be conducted, pursuant to subdivisions (a), (b), and (c) before the council adopts changes to guidelines.

(f) Upon the adoption of the guidelines and selection criteria, the council shall, pursuant to Section 9795 of the Government Code, submit copies of the guidelines to the fiscal and appropriate policy committees of the Legislature.

(g) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development and adoption of the guidelines and selection criteria pursuant to this section.

75216. *(a) The council shall leverage the programmatic and administrative expertise of relevant state departments and agencies in implementing the program.*

(b) The council shall coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division.

75217. *The executive director of the council shall report the progress on the implementation of the program in its annual report required pursuant to subdivision (e) of Section 75125.*

PART 2. Transit and Intercity Rail Capital Program

75220. *(a) The Transit and Intercity Rail Capital Program is hereby created to fund capital improvements and operational investments that will reduce greenhouse gas emissions, modernize California's intercity, commuter, and urban rail systems to achieve all of the following policy objectives:*

(1) Reduce greenhouse gas emissions.

(2) Expand and improve rail service to increase ridership.

(3) Integrate the rail service of the state's various rail operators, including integration with the high-speed rail system.

(4) Improve rail safety.

(b) The Transportation Agency shall evaluate applications for funding under the program consistent with the criteria set forth in this chapter and prepare a list of projects recommended for funding. The list may be revised at any time.

(c) The California Transportation Commission shall award grants to applicants pursuant to the list prepared by the Transportation Agency.

75221. *(a) Projects eligible for funding under the program include, but are not limited to, all of the following:*

(1) Rail capital projects, including acquisition of rail cars and locomotives, that expand,

enhance, and improve existing rail systems and connectivity to existing and future rail systems, including the high-speed rail system.

(2) Intercity and commuter rail projects that increase service levels, improve reliability, and decrease travel times.

(3) Rail integration implementation, including integrated ticketing and scheduling systems, shared-use corridors, related planning efforts, and other service integration initiatives.

(4) Bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions.

(b) In order to be eligible for funding under the program, a project shall demonstrate that it will achieve a reduction in greenhouse gas emissions.

(c) The program shall have a programmatic goal of providing at least 25 percent of available funding to projects benefiting disadvantaged communities, consistent with the objectives of Chapter 830 of the Statutes of 2012.

(d) In evaluating grant applications for funding, the Transportation Agency shall consider both of the following:

(1) The cobenefits of projects that support implementation of sustainable communities strategies through one or more of the following:

(A) Reducing auto vehicles miles traveled through growth in rail ridership.

(B) Promoting housing development in the vicinity of rail stations.

(C) Expanding existing rail and public transit systems.

(D) Implementing clean vehicle technology.

(E) Promoting active transportation.

(F) Improving public health.

(2) The project priorities developed through the collaboration of two or more rail operators and any memoranda of understanding between state agencies and local or regional rail operators.

(3) Geographic equity.

(4) Consistency with the adopted sustainable communities strategies and the recommendations of regional agencies.

(e) Eligible applicants under the program shall be public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity or commuter passenger rail service or urban rail transit service. An eligible applicant may partner with transit operators that do not operate rail service on projects to integrate ticketing and scheduling with bus or ferry service.

(f) A recipient of funds under the program may combine funding from the program with other funding, including, but not limited to, the State Transportation Improvement Program, the Low Carbon Transit Operations Program, the State Air Resources Board clean vehicle program, and state transportation bond funds.

75222. *(a) Applications for grants under the program shall be submitted to the Transportation Agency for evaluation in accordance with procedures and program guidelines adopted by the agency.*

(b) The Transportation Agency shall conduct at least two public workshops on draft program guidelines containing selection criteria prior to adoption and shall post the draft guidelines on the agency's Internet Web site at least 30 days prior to the first public workshop. Concurrent with the posting, the agency shall transmit the draft guidelines to the fiscal committees and to the appropriate policy committees of the Legislature.

(c) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development and adoption of procedures and program guidelines for the program pursuant to this section.

PART 3. Low Carbon Transit Operations Program

75230. (a) The Low Carbon Transit Operations Program is hereby created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.

(b) Funding for the program is continuously appropriated pursuant to Section 39719 of the Health and Safety Code from the Greenhouse Gas Reduction Fund established pursuant to Section 16428.8 of the Government Code.

(c) Funding shall be allocated by the Controller consistent with the requirements of this part and with Section 39719 of the Health and Safety Code, upon a determination by the Department of Transportation that the expenditures proposed by a transit agency meet the requirements of this part and guidelines developed pursuant to subdivision (f), and the amount of funding requested that is currently available.

(d) Moneys for the program shall be expended to provide transit operating or capital assistance that meets all of the following criteria:

(1) Expenditures supporting new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.

(2) The recipient transit agency demonstrates that each expenditure directly enhances or expands transit service to increase mode share.

(3) The recipient transit agency demonstrates that each expenditure reduces greenhouse gas emissions.

(e) For transit agencies whose service areas include disadvantaged communities as identified pursuant to Section 39711 of the Health and Safety Code, at least 50 percent of the total moneys received pursuant to this chapter shall be expended on projects or services that meet requirements of subdivision (d) and benefit the disadvantaged communities, consistent with the guidance developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code.

(f) The Department of Transportation, in coordination with the State Air Resources Board, shall develop guidelines that describe the methodologies that recipient transit agencies shall use to demonstrate that proposed expenditures will meet the criteria in subdivisions (d) and (e) and establish the reporting requirements for documenting ongoing compliance with those criteria.

(g) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development of guidelines for the program pursuant to this section.

(h) A transit agency shall submit the following information to the Department of Transportation before seeking a disbursement of funds pursuant to this part:

(1) A list of proposed expense types for anticipated funding levels.

(2) The documentation required by the guidelines in developed pursuant to subdivision (f) to demonstrate compliance with subdivisions (d) and (e).

(i) Before authorizing the disbursement of funds, the department, in coordination with the State Air Resources Board, shall determine the eligibility, in whole or in part, of the proposed list of expense types, based on the documentation provided by the recipient transit agency to ensure ongoing compliance with the guidelines developed pursuant to subdivision (f).



(j) The department shall notify the Controller of approved expenditures for each transit agency, and the amount of the allocation for each transit agency determined to be available at that time of approval.

(k) The recipient transit agency shall provide annual reports to the Department of Transportation, in the format and manner prescribed by the department, consistent with the internal administrative procedures for use of fund proceeds developed by the State Air Resources Board.

(l) The Department of Transportation and recipient transit agencies shall comply with the guidelines developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code to ensure that the requirements of Section 39714 of the Health and Safety Code are met to maximize the benefits to disadvantaged communities as described in Section 39711 of the Health and Safety Code.

VIII. SB 852 (FY 14-15 Budget Allocations)

A. For Affordable Housing and Sustainable Communities

0650-101-3228—For local assistance, Office of Planning and Research, Program 31-Strategic Growth Council ()\$129,201,000

1. The funds appropriated in this item may be available for transfer to the Department of Transportation, the Department of Housing and Community Development, the Department of Conservation, and the Natural Resources Agency for support costs and local assistance associated with administering the affordable housing and sustainable communities program.
2. Notwithstanding any other provision of law, the funds appropriated in this item shall be available for expenditure and encumbrance until June 30, 2017, for support and local assistance.

B. State Transit Assistance (Low Carbon Transit Operations)

2640-101-3228—For local assistance, State Transit Assistance, for allocation by the Controller pursuant to subdivisions (b) and (c) of Section 99312, Section 99313, and Section 99314 of the Public Utilities Code ().....\$25,000,000

1. Notwithstanding Sections 99313 and 99314 of the Public Utilities Code, not more than \$14,355 of the amount appropriated in this item shall reimburse the Controller for expenditures for administration of State Transit Assistance funds.
2. Funds appropriated in this item shall not be allocated prior to the enactment of implementing legislation and fulfillment of any specified requirement of that legislation. This implementing legislation shall establish requirements that funds be used to support additional transit services that result in additional greenhouse gas emission reductions to further the regulatory purposes of the California Global Warming Solutions Act of 2006, in accordance with Chapter 4.1 (commencing with Section 39710) of Part 2 of Division 26 of the Health and Safety Code, including the recommendations of the investment plan, and Article 9.7 (commencing with Section 16428.8) of Chapter 2 of Part 2 of Division 4 of Title 2 of the Government Code.

C. Transit and Intercity Rail Capital Program

Page 117 -118. 2660-101-3228—For local assistance, Department of Transportation, payable from the Greenhouse Gas Reduction Fund 24,791,000

1. Funds appropriated in this item shall be available for transit and intercity rail capital programs for allocation by the California Transportation Commission until June 30, 2016, and available for encumbrance and liquidation until June 30, 2020.
2. Notwithstanding any other provision of law, funds appropriated in this item may be transferred to Item 2660-301-3228. These transfers shall require the prior approval of the Department of Finance.

D. General Provision Relating to Timing of Allocations

(Page 683) SEC. 15.13. (a) Any appropriation from the Greenhouse Gas Reduction Fund, except for (1) appropriations in Items 2665-301-3228 and 2665-306-3228 and (2) appropriations for state operations expenditures necessary for program administration, including statewide coordination and reporting activities by the State Air Resources Board for cap and trade expenditures, shall be subject to the restrictions specified in subdivision (b).

(b) No department shall encumber or commit more than 75 percent of any appropriation prior to the fourth cap and trade auction in the 2014–15 fiscal year. Upon determination of the final amount of auction proceeds after the fourth cap and trade auction, the Department of Finance shall make a final determination for the expenditure of the remaining auction proceeds. The Department of Finance shall notify the Joint Legislative Budget Committee no later than 30 days after the final determination.

REPORT

DATE: July 15, 2014

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: Summary of Select State Legislative Bills

RECOMMENDATION:

For information only

EXECUTIVE SUMMARY:

This report provides update to state legislative bills that are moving through the legislative process that the Regional Council has adopted positions upon pursuant to recommendation by the Legislative/Communications and Membership Committee (LCMC) and other select bills whose policy objectives are consistent with SCAG's adopted 2014 state legislative priorities. Included among these are status updates to bills that the Regional Council acted upon at its June, April, and March meetings and, additionally, the numerous water bond bills any of which if passed would impact the state water bond likely to appear on the November 4, 2014 general election ballot.

BACKGROUND:

At its June meeting, the Regional Council adopted positions of support for AB 2707 (Triple Bike Racks); support in concept with requested amendments for SB 1228 (Trade Corridors Improvement Fund); and support if amended for SB 1418 (Vehicle Weight Fees).

AB 2707, sponsored by the Los Angeles County Metropolitan Transportation Authority (LA Metro) would authorize installation of triple bike racks on their 40 foot buses without being in violation of state vehicle length limit laws. As amended the bill makes its provisions statewide rather than specific only to LA Metro. Pursuant to Board direction, SCAG transmitted a support letter on AB 2707 to the Senate Transportation and Housing Committee and appeared in support of the bill at its hearing on June 10, 2014. The bill passed committee by 10-0 vote and passed the Senate floor 36-0 on June 30, 2014 and sent to the Assembly for concurrence.

SB 1228 would continue the Trade Corridors Improvement Fund (TCIF) established by Proposition 1B in 2006, for the purpose of receipt and expenditure of revenues from sources other than the bond act. The bill would provide for allocation of these revenues upon appropriation by the California Transportation Commission (CTC) for largely similar purposes as the bond act funds, but would specifically reference as eligible projects infrastructure improvements that benefit the state's land ports of entry. The Regional Council adopted a support in concept position of SB 1228 with the request that the bill author amend the legislation to incorporate by reference the existing program guidelines previously adopted by the CTC to maintain existing TCIF funding distributions to California's primary corridors; and, to specify that future revenue sources shall be allocated through the Trade Corridor Improvement Fund according to the distribution ratios for each corridor as identified in Government Code Section 8879.52. This clarifies that distribution from TCIF of funds, from whatever sources, would continue as they have under current law. SCAG working with its regional partners and the bill's author

REPORT

was successful in getting these clarifications amended into the bill, which passed unanimously by 12-0 vote from the Assembly Transportation Committee on June 23, 2014, and was referred to the Assembly Appropriations Committee.

The Regional Council adopted a support if amended position on SB 1418, which is an urgency measure that would repeal statutory provisions that transfer vehicle weight fees from the State Highway Account to the Transportation Debt Service Fund, which is used to reimburse the General Fund for payment of debt service on transportation-related general obligation bonds, and require that those revenues be redirected 56% to the State Highway Account (SHA) for eligible transportation-related expenditures, of which a minimum of 21.43% must be used to fund projects in the State Highway Operation and Protection Program (SHOPP), and 44% to local streets and road purposes (Highway Users Tax Account). The purpose of the bill is to restore funding for highways and local streets and roads as existed prior to the 2010-11 gas tax swap enacted as part of the 2010-11 state budget agreement. SCAG seeks a clarifying amendment specifying that from the 56% of weight fee monies directed to the SHA, that the same portion go to the State Transportation Improvement Program (STIP) as existed prior to the 2010-11 gas tax swap, so that not only the prior funding level is guaranteed funding for highway maintenance and preservation, but also STIP funded purposes as well. To date the bill has not been amended and is held in Senate Appropriations Committee under submission on the suspense file and likely will not move this year.

SB 511 (Trade Promotion of California Ports) is a bill co-sponsored by SCAG and the Southern California Leadership Council that would require the Governor's Office of Business and Economic-Development (GO-Biz) to convene a statewide business partnership to advise GO-Biz on California port trade promotion. Additionally, the bill would establish a new California Export Finance Office (CEFO) to help firms, especially medium and small businesses, finance their export sales by providing working capital loan guarantees generally not made available by U.S. banks to support specific export transactions. This bill as introduced was a spot bill supported by the Regional Council in March, 2014, consistent with SCAG's adopted legislative priority to support legislation that enhances and promotes international trade to the California economy. The bill passed the Assembly Committee on Jobs, Economic Development and the Economy by 7-0 vote on June 24, 2014. Recent amendments to the bill would clarify that in re-establishing the California Export Office in the GO-Biz administrative structure and within I-Bank that CEFO be fully coordinated and where necessary integrated with existing programs and services including but not limited to, the existing Small Business Finance Center, Small Business Loan Guarantee Program, small business technical assistance, and coordination with federal small business and export related programs, along with access to state and federal funding sources available for export support and development. SB 511 is referred to the Assembly Appropriations Committee and it will be heard after the summer recess.

At its April, 2014 meeting the Regional Council adopted support positions on AB 1839 (Film and TV Tax Credit) and SB 1298 (High Occupancy Toll (HOT) Lanes), consistent with adopted 2014 legislative priorities. AB 1839 would extend the state's film and tax credit program for five additional years and would lift the per-film budget cap so that big-budget films will be eligible to apply for the credit even if only qualified expenditures of up to \$100 million will be eligible for credit. The bill is aimed to mitigate and reverse the significant flight of film and TV production from California to other jurisdictions offering favorable tax benefits to lure production to their locales. AB 1839 passed the Assembly 76-0 on May 28, 2014, and was amended by the author and referred to the Senate Governance and Finance Committee, where it passed 6-0 on June 25, 2014. It is referred to Senate Appropriations Committee and, if passing the Senate, will return to the Assembly for concurrence in Senate Amendment(s).

SB 1298 as amended repeals LAC METRO authority to operate a value-pricing and transit development demonstration program on SR 10 and SR 110 involving HOT lanes and, instead, recasts its authority to conduct, administer, and operate the program indefinitely and generally under the same terms and conditions that governed the demonstration program. The bill additionally specifies requirements for agreements between the LACMTA, Caltrans, and the CHP that identify respective obligations and liability of each party relating to the program, and requires reimbursement of state agencies from toll revenue of the cost incurred in the implementation of the program and maintenance of State highway facilities in connection with the program. SB 1298 passed the Senate by 31-0 vote on May 27, 2014, and was amended by the author and passed the Assembly Transportation Committee by 21-1 vote on June 23, 2014. The bill is in the Assembly Appropriations Committee and, if passing the Assembly, will return to the Senate for concurrence in the Assembly amendment(s).

SB 983 (High Occupancy Toll (HOT) lanes) would extend indefinitely the California Transportation Commission's (CTC's) authority to approve regional transportation agencies' applications to develop and operate HOT lanes. It deletes the limitation on the number (four) of HOT lane applications CTC may approve, thereby granting open-ended authority to approve applications. The bill directs regional transportation agencies to reimburse CTC for its costs and expenses in reviewing HOT lane applications, and it adds to the definition of "regional transportation agency" county transportation authorities in the nine-county San Francisco Bay Area and the Santa Clara Valley Transportation Authority. SB 983 passed the Senate by vote of 22-13 on May 29, 2014. It has been amended by the author in the Assembly and it passed the Assembly Transportation Committee by vote of 12-1 on June 26, 2014. Currently it is in the Assembly Appropriations Committee and, if passing the Assembly would return to the Senate for concurrence in Senate Amendment(s).

Water Bond Legislation

There are a number of bills related to the water bond appearing on the November 4, 2014 general election ballot that, if passed, would impact resource allocation of the bond. SCAG is tracking the following listed bills and will continue to apprise the committee of their status through the legislative session:

AB 1331 – This bill was reviewed for information purposes by the LCMC at its February, 2014 meeting. The bill would reduce the original, voter approved water bond amount from \$11.14B to \$8.2B. AB 1331 passed the Assembly by 60-0 vote on May 29, 2013, and has been amended and heard in various policy committees in the Assembly numerous times in 2014. It was referred to the Senate Rules Committee on June 18, 2014 and has not been re-referred to a policy committee.

AB 1445 – This bill would reduce the original water bond amount from \$11.14B to \$5.8B to finance public benefits associated with water storage and water quality improvement projects. AB 1445 was referred to re-referred to the Assembly Committee on Water, Parks & Wildlife on February 14, 2014 with no hearing scheduled.

AB 2043 – This bill would reduce the original water bond amount from \$11.14B to \$8.035B to finance a safe drinking water and water supply reliability program. AB 2043 passed the Assembly Committee on Water, Parks and Wildlife on April 29, 2014 by vote of 11-0. It is referred to the Assembly Appropriations Committee, no hearing scheduled.

AB 2686 – This bill would repeal the original \$11.14 billion water bond and replace it with a water bond of an unspecified amount, but at least \$10.25B. The bill passed the Assembly Committee on Water,

REPORT

Parks and Wildlife on April 29, 2014 by vote of 10-1. It is referred to the Assembly Appropriations Committee, no hearing scheduled.

SB 848 – This bill was reviewed for information purposes by the LCMC at its February, 2014 meeting. The bill would replace the original \$11.14 billion water bond with a new \$7.5B water bond for safe drinking water and water quality projects; water quality and watershed protection projects; flood control and storm water management; and water system operational improvements. The bill has been heard and amended in numerous senate policy committees; and was taken up for a floor vote in the Senate and defeated on a 22-9 floor vote (27 votes needed for passage). SB 848 was granted reconsideration.

SB 927 – This bill would reduce the original water bond amount from \$11.14B to \$9.217B by reducing the amount available for projects related to relief and water supply reliability. The bill would remove the authorization for funds to be available for ecosystem and watershed protection and restoration projects, and would increase the amount of funds available for emergency and urgent actions to ensure safe drinking water supplies in disadvantaged communities and economically distressed areas. The bill failed passage from the Senate Natural Resources and Water Committee by vote of 3-6 on April 22, 2014. Reconsideration granted.

SB 1250 – This bill would reduce the original water bond amount from \$11.14B to \$10.15B to finance public benefits associated with water storage and water quality improvement projects. The bill is referred to the Senate Committees on Natural Resources and Water, Environmental Quality, and Governance & Finance on April 22, 2014. The bill was heard on April 29, 2014, but remains in committee; second hearing cancelled at author's request.

SB 1370 – This bill would reduce the original water bond amount from \$11.14B to \$6.26B to finance surface water storage projects. The bill is referred to the Senate Committee on Natural Resources and Water; no hearing scheduled.

The two primary water bond bills currently moving through the legislative process are AB 1331 and SB 848. Staff will continue to monitor and apprise the committee of any pertinent developments to these or any other water bond bills.

ATTACHMENTS:

None.

<p>PROPOSITION 39 IMPLEMENTATION</p> <p>AB 114</p> <p>Author Salas</p> <p>Location Senate</p> <p>Next Hearing Third Reading File</p> <p>Positions League: Watch</p>	<p>Proposition 39: Implementation: Workforce Development</p> <p>Bill Summary Amends existing law that appropriates funds to the State Workforce Development Board to develop and implement a competitive grant program for eligible community-based and other training workforce organizations prepared disadvantaged youth or veterans for employment. Requires the Board to require a grant recipient to report to the Board specified information, and to review and assess the program in achieving the training and workforce development goals, identify problems and barriers, and provide solutions.</p>	<p>Status: Pending</p> <p>Recent Activity From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (16-0) on 05/24/2013. From Assembly: Passed (75-2) to Senate on 05/28/2013. To Senate Committees on Labor & Industrial Relations and Energy, Utilities & Communications on 06/06/2013. From Labor & Industrial Relations: Do pass (4-0) to Energy, Utilities & Communications on 06/12/2013. From Energy, Utilities & Communications: Do pass (9-2) to Appropriations. Amended, re-referred to Appropriations on 07/09/2013. From Appropriations: To Second Reading without further hearing on 08/19/2013. From Senate: To Inactive File on 09/12/2013.</p>
<p>PUBLIC SAFETY REALIGNMENT</p> <p>AB 147</p> <p>Author Perez, V. M.</p> <p>Location Senate: R</p> <p>Next Hearing</p> <p>Positions</p>	<p>Realignment Omnibus Act of 2014</p> <p>Bill Summary Requires that any person who is released from prison who has a prior conviction for a serious felony, a violent felony, and offense for which the person was sentenced pursuant to the 3-strikes law, a crime where a person is classified as a high-risk offender, or a crime where the person is required to undergo mental health treatment, be subject to parole supervision by the Department of Corrections and Rehabilitation and the court in the county of residence or in which an alleged violation occurred.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (17-0) on 05/24/2013. From Assembly: Passed (77-0) to Senate on 05/29/2013. To Senate Committees on Natural Resources & Water and Environmental Quality on 06/13/2013. From Natural Resources & Water: Hearing canceled at the request of the author on 06/18/2013. Author's amendments, re-referred to Natural Resources & Water on 04/30/2014. Withdrawn from Natural Resources & Water, re-referred to Rules on 05/05/2014.</p>
<p>ENVIRONMENT</p> <p>AB 148</p> <p>Author Perez, V.M.</p> <p>Location To Governor</p> <p>Next Hearing</p> <p>Positions</p>	<p>Salton Sea Restoration</p> <p>Bill Summary Amends existing law that requires the Secretary of the Natural Resources Agency, in consultation and coordination with the Salton Sea Authority, to lead Salton Sea restoration efforts. Eliminates the requirement that the Secretary and the Legislature have final approval for any proposed restoration plan. Authorizes the Authority to lead a feasibility study. Prohibits a study or other activity from delaying the planning and implementation of ongoing and planned restoration projects.</p>	<p>Status: To GOVERNOR</p> <p>Recent Activity From Assembly: Passed (78-0) to Senate on 01/29/2014. To Senate Committee on Natural Resources & Water on 02/06/2014. Author's amendments, re-referred to Natural Resources & Water on 03/24/2014. From Natural Resources & Water: Do pass (9-0) to Appropriations on 06/10/2014. From Appropriations: To Second Reading without further hearing, to Consent Calendar on 06/23/2014. From Senate: Passed (32-0), to Assembly for concurrence on 06/26/2014. Assembly concurred in Senate amendments, to Enrollment on 06/30/2014. Enrolled on 07/02/2014. To Governor on 07/09/2014.</p>
<p>INFRASTRUCTURE FINANCING</p> <p>AB 229</p> <p>Author Perez, J.</p> <p>Location Assembly</p> <p>Next Hearing Inactive File</p> <p>Positions</p>	<p>Infrastructure and Revitalization Financing Districts</p> <p>Bill Summary Authorizes the creation by a city, county, city and county, and joint powers authority, of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes the creation of a district and the issuance of debt. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases.</p>	<p>Status: Passed Both Houses</p> <p>Recent Activity Introduced on 02/04/2013. To Assembly Committee on Local Government on 02/15/2013. Author's amendments, re-referred to Local Government on 04/08/2013. From Local Government: Do pass (8-1) to Appropriations on 04/17/2013. From Appropriations: Do pass (16-1) on 05/01/2013. From Assembly: Passed (71-3) to Senate on 05/09/2013. To Senate Committee on Governance & Finance on 05/23/2013. From Governance & Finance: Do pass (6-1) to Appropriations on 06/05/2013. Amended, re-referred to Appropriations on 06/11/2013. From Appropriations: To Second Reading without further hearing on 06/24/2013. From Senate: Passed (30-6), to Assembly for concurrence on 08/22/2013. From Assembly: To Inactive File on 09/11/2013.</p>

SCAG California Legislative Matrix

July 2014

INFRASTRUCTURE FINANCING

AB 243

Author
Dickinson

Location
Assembly

Next Hearing
Inactive File

Positions

Party
D

Local Government: Infrastructure Financing Districts

Bill Summary

Authorizes the creation of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases if special conditions are met. Authorizes a district to fund various projects, including watershed land used for the collection and treatment of water for urban uses, flood management, open space, habitat restoration and development purposes.

Status: Passed Both Houses

Recent Activity

From Appropriations: Do pass (12-5) on 05/01/2013. From Assembly: Passed (44-29) to Senate on 05/09/2013. To Senate Committee on Governance & Finance on 05/23/2013. Author's amendments, re-referred to Governance & Finance on 06/05/2013. From Governance & Finance: Do pass (4-2) to Appropriations on 06/12/2013. From Appropriations: To Second Reading without further hearing on 07/01/2013. Amended on 08/19/2013. From Senate: Passed (22-13), to Assembly for concurrence. From Assembly: To Inactive File on 09/11/2013.

ECONOMIC DEVELOPMENT

AB 337

Author
Allen

Location
Senate

Next Hearing
Third Reading File

Positions

Party
R

Economic Development: International Trade: Investments

Bill Summary

Relates to economic development, international trade, investments and strategies for trade and investments. Requires a strategy to be based on current and emerging market conditions and the needs of investors, businesses, and workers to be competitive in global markets. Authorizes the strategy, to the extent relevant and feasible, to be based on existing studies and reports.

Status: Passed to SENATE

Recent Activity

From Jobs, Economic Development & The Economy: Do pass (8-0) to Appropriations on 01/07/2014. From Appropriations: Do pass (16-0) on 01/23/2014. From Assembly: Passed (76-1) to Senate on 01/27/2014. To Senate Committee on Business, Professions & Economic Development on 02/06/2014. Author's amendments, re-referred to Business, Professions & Economic Development on 05/19/2014. From Business, Professions & Economic Development: Do pass (9-0) to Appropriations on 06/16/2014. From Appropriations: To Second Reading without further hearing on 06/30/2014.

PLANNING

AB 453

Author
Mullin

Location
Senate: A

Next Hearing
Held In Committee

Positions

Party
D

Sustainable Communities

Bill Summary

Amends existing law relating to the award of grants and loans to a council of governments, metropolitan planning organizations, regional transportation planning agencies, and city, county, or joint powers authorities to implement a plan to support sustainable communities development. Makes a local agency formation commission eligible for financial assistance. Requires a certain regional transportation plan to include the effect development may have on meeting greenhouse gas emissions reduction targets.

Status: Passed to SENATE

Recent Activity

From Appropriations: To Suspense File on 04/17/2013. From Appropriations: Do pass (16-0) on 05/24/2013. From Assembly: Passed (65-11) to Senate on 05/30/2013. To Senate Committee on Natural Resources & Water on 06/13/2013. From Natural Resources & Water: Do pass (9-0) to Appropriations on 06/25/2013. Amended, re-referred to Appropriations on 07/03/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.

REDEVELOPMENT

AB 471

Author
Atkins

Location
Chaptered

Next Hearing

Positions

Party
D

Redevelopment: Successor Agencies

Bill Summary

Authorizes an infrastructure financing 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. Authorizes a successor redevelopment agency to schedule Recognized Obligation Payment Schedule payments beyond the payment cycle upon a showing that a lender requires cash on hand beyond that cycle. Authorizes the use of estimates and projects to support payments. Relates to housing administrative costs funding.

Status: CHAPTERED

Recent Activity

From Assembly: Passed (75-0) to Senate on 05/09/2013. From Senate: Passed (35-0), to Assembly for concurrence on 02/06/2014. Assembly concurred in Senate amendments, to Enrollment on 02/10/2014. Enrolled, to Governor on 02/12/2014. Signed by Governor, Chaptered by Secretary of State on 02/18/2014.

SCAG California Legislative Matrix

July 2014

ENVIRONMENT: JUDICIAL REVIEW

State Environmental Quality Act: Writ of Mandate

Status: Passed to SENATE

AB 515

Bill Summary

Amends the State Environmental Quality Act that requires a court, if it finds that a public agency has violated the requirements of the Act, to issue an order, in the form of a peremptory writ of mandate. Authorizes the court to require the public agency to prepare and file an initial return of the writ and to issue a determination if the actions taken are adequate to comply with the peremptory writ of mandate within a specified time period of the filing of the return.

Recent Activity

From Judiciary: Do pass (9-0) to Appropriations on 01/14/2014. From Appropriations: Do pass (15-0) on 01/23/2014. From Assembly: Passed (64-4) to Senate on 01/27/2014. To Senate Committees on Environmental Quality and Judiciary on 02/06/2014. Author's amendments, re-referred to Environmental Quality on 03/17/2014. Author's amendments, re-referred to Environmental Quality on 06/05/2014.

Author
Dickinson

Party
D

Location
Senate: EQ, J

Next Hearing

Positions

PLANNING

Land Use: Development Project Review: Superstores

Status: Passed to SENATE

AB 667

Bill Summary

Requires a city, county, or city and county, including a charter city, prior to approval or disapproval of a proposed development project to permit the construction of a superstore retailer, or where a superstore would be the recipient of a specified amount of financial assistance to cause an economic impact report to be prepared, to be paid for by the project applicant, to assess the effect such superstore will have on economic assistance areas, retail operations and employment in the same market area.

Recent Activity

From Appropriations: Do pass (11-5) on 05/24/2013. From Assembly: Passed (41-31) to Senate on 05/28/2013. To Senate Committee on Governance & Finance on 06/06/2013. From Governance & Finance: Failed passage (3-2), reconsideration granted on 06/26/2013. From Governance & Finance: Not heard in Committee on 07/03/2013.

Author
Hernandez, R.

Party
D

Location
Senate: G&F

Next Hearing

Positions

CA League: Oppose

INTERNATIONAL RELATIONS

State Government: International Relations

Status: Passed to SENATE

AB 690

Bill Summary

Existing law requires the California-Mexico Border Relations Council to, among other things, coordinate activities of state agencies that are related to cross-border programs, initiatives, projects, and partnerships that exist within state government. Existing law also authorizes the Office of California-Mexico Affairs to develop better relations with Mexico by coordinating with state agencies to foster economic cooperation. This bill would repeal, and recast those provisions relating to the California-Mexico Border Relations Council. This bill would repeal and recast those provisions relating to the Office of California-Mexico Affairs.

Recent Activity

From Jobs, Economic Development & the Economy: Do pass (9-0) on 01/15/2014. From Assembly: Passed (78-0) to Senate on 01/29/2014. To Senate Committees on Business, Professions & Economic Development and Appropriations on 02/06/2014. From Business, Professions & Economic Development: Do pass (8-0) to Appropriations on

Author
Campos

Party
D

Location
Senate: A

Next Hearing

Positions

CA League: Watch

PLANNING

Infrastructure: State Planning and Funding

Status: Passed to SENATE

AB 716

Bill Summary

Amends the Infrastructure Planning Act. Requires the plan to set out priorities for coordination of investment and to include an analysis of investment coordination opportunities for capital outlay related to infill and transit-oriented development. Expands the definition of infrastructure to include housing. Requires the Governor to submit the plan with the assistance of the Strategic Growth Council. Requires specified planning.

Recent Activity

Introduced on 02/21/2013. To Assembly Committees on Housing & Community Development and Budget on 03/04/2013. Author's amendments, re-referred to Housing & Community Development on 04/02/2013. From Housing & Community Development: Do pass (5-2) to Budget on 04/17/2013. From Budget: Not heard on 05/02/2013. From Budget: Do pass (16-9) on 05/09/2013. From Assembly: Passed (51-20) to Senate on 05/16/2013. To Senate Committees on Governmental Organization and Natural Resources & Water on 05/30/2013. From Governmental Organization: Do pass (7-4) to Natural Resources & Water on 06/11/2013. Author's amendments, re-referred to Natural Resources & Water on 06/18/2013. From Natural Resources & Water: Do pass (7-2) to Appropriations on 06/25/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.

Author
Quirk-Silva

Party
D

Location
Senate: A

Next Hearing
Held in Committee

Positions

SCAG California Legislative Matrix

July 2014

ECONOMIC DEVELOPMENT

AB 1080

Author
Alejo

Location
Senate: A

Next Hearing
Held in Committee

Positions
SCAG: Support
CA League: Support
CSAC: Watch

Party
D

Community Revitalization & Investment Authorities

Bill Summary

Authorizes certain public entities of a community revitalization and investment area to form a community revitalization plan within a community revitalization and investment authority to carry out the Community Redevelopment Law in a specified manner. Requires the authority to adopt a community revitalization plan for a community revitalization and investment area and authorizes the authority to include in that plan a provision for the receipt of tax increment funds.

Status: Passed to SENATE

Recent Activity

From Appropriations: Do pass (12-5) on 05/15/2013. From Assembly: Passed (54-16) to Senate on 05/24/2013. To Senate Committees on Governance & Finance and Transportation & Housing on 06/06/2013. From Governance & Finance: Do pass (4-1) to Transportation & Housing on 06/19/2013. Author's amendments, re-referred to Transportation & Housing on 07/02/2013. From Transportation & Housing: Do pass (8-2) to Appropriations on 07/09/2013. Amended, re-referred to Appropriations on 08/12/2013. Author's amendments, re-referred to Appropriations on 08/20/2013. From Appropriations: To Suspense File on 08/26/2013. From Appropriations: Held in Committee on 08/30/2013.

ECONOMIC DEVELOPMENT

AB 1081

Author
Medina

Location
Senate: A

Next Hearing
Held in Committee

Positions

Party
D

Economic Development: Goods-Movement Infrastructure

Bill Summary

Amends existing law that requires the Governor to submit to the Legislature a proposed infrastructure plan containing certain information concerning infrastructure needed by specified entities and a proposal for funding the needed infrastructure. Requires the plan to include additional information related to infrastructure identified by state and federal transportation authorities, recommendations for private sector financing, and strategies to address state goods movement needs.

Status: Passed to SENATE

Recent Activity

From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (17-0) on 05/24/2013. From Assembly: Passed (78-0) to Senate on 05/30/2013. To Senate Committee on Transportation & Housing on 06/13/2013. From Transportation & Housing: Do pass (11-0) to Appropriations on 07/02/2013. Amended, re-referred to Appropriations on 07/09/2013. Author's amendments, re-referred to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.

AIR QUALITY

AB 1102

Author
Allen

Location
Senate: A

Next Hearing
A: 08/04/2014

Positions

Party
R

Beach Fire Rings: Coastal Development Permit

Bill Summary

This bill would require a city or county to apply for a coastal development permit to remove or restrict the use of a beach fire ring, as defined, and would require that application to include specified information. The bill would declare that these provisions do not override the applicability of a specified provision relating to ambient air quality standards, emission standards, or air pollution control programs or facilities established by the State Air Resources Board or an air pollution control or air quality management district. The bill would declare that these provisions do not prohibit the City of Newport Beach from distributing charcoal free of charge for use in a beach fire ring within 700 feet of a residence.

Status: Passed to SENATE

Recent Activity

From Natural Resources: Do pass (7-0) to Appropriations on 01/13/2014. From Appropriations: Do pass (16-0) on 01/23/2014. From Assembly: Passed (68-0) to Senate on 01/27/2014. To Senate Committees on Environmental Quality and Natural Resources & Water on 02/07/2014. From Environmental Quality: Do pass to Natural Resources & Water on 06/04/2014. From Natural Resources & Water: Do pass (7-0) to Appropriations on 06/24/2014.

GOVERNMENT

AB 1179

Author
Bocanegra

Location
Senate: A

Next Hearing
A: 08/04/2014

Positions

Party
D

Strategic Growth Council

Bill Summary

Amends existing law that creates the Strategic Growth Council with specified duties relating to the coordination of actions of State agencies relative to improvement of air and water quality, natural resource protection, transportation, and various other matters. Adds the Superintendent of Public Instruction or his or her designee to the Council but would authorize him or her to vote only on decisions that are within the jurisdiction of that office.

Status: Passed to SENATE

Recent Activity

From Local Government: Do pass (7-2) to Appropriations on 01/15/2014. From Appropriations: Do pass (12-4) on 01/23/2014. From Assembly: Passed (58-18) to Senate on 01/27/2014. To Senate Committee on Natural Resources & Water on 02/06/2014. From Natural Resources & Water: Do pass (8-1) to Appropriations on 06/10/2014. From Appropriations: Not heard in committee on 06/30/2014.

SCAG California Legislative Matrix

July 2014

WATER BOND

Clean, Safe, and Reliable Drinking Water Act of 2014

Status: Pending

AB 1331

Author
Rendon

Party
D

Location
Senate: R

Next Hearing

Positions

Bill Summary

Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Clean and Safe Drinking Water Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$8,200,000,000 pursuant to the State General Obligation Bond Law to finance a clean and safe drinking water program. This bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.

Recent Activity

From Assembly: Passed (60-0) to Senate on 05/29/2013. To Senate Committees on Natural Resources & Water and Environmental Quality on 06/13/2013. Author's amendments, re-referred to Natural Resources & Water on 08/26/2013. Author's amendments, re-referred to Natural Resources & Water on 09/11/2013. Author's amendments, re-referred to Natural Resources & Water on 01/07/2014. Author's amendments, re-referred to Natural Resources & Water on 03/05/2014. Author's amendments, re-referred to Natural Resources & Water on 03/18/2014. From Natural Resources & Water: Do pass (7-2) to Environmental Quality on 03/25/2014. From Environmental Quality: Do pass (5-2) to Rules on 05/07/2014. Re-referred to Governance & Finance on 05/15/2014. Author's amendments, re-referred to Governance & Finance on 06/17/2014. Withdrawn from Governance & Finance, re-referred to Rules on 06/18/2014.

WATER BOND

Water Infrastructure Act of 2014

Status: Pending

AB 1445

Author
Logue

Party
R

Location
Assembly: WPW

Next Hearing

Positions

Bill Summary

Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the California Water Infrastructure Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$5,800,000,000 pursuant to the State General Obligation Bond Law to finance public benefits associated with water storage and water quality improvement projects. This bill would provide for the submission of this bond act to the voters at the November 4, 2014, statewide general election.

Recent Activity

Introduced on 01/06/2014. To Assembly Committee on Water, Parks & Wildlife on 02/14/2014. Author's amendments, re-referred to Water, Parks & Wildlife on 02/14/2014.

TRANSPORTATION: BUS WEIGHT

Vehicles: Bus Gross Weight

Status: Passed Both Houses

AB 1720

Author
Bloom

Party
D

Location
Assembly

Next Hearing

Positions

OCTA: Support
SANBAG: Support
VCTC: Support

Bill Summary

Relates to existing law that prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axis exceeds 20,500 pounds. Extends the provision that exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class. Authorizes a transit system to procure a transit bus of a certain weight if it is incorporating a new fleet class expansion.

Recent Activity

Introduced on 02/13/2014. To Assembly Committee on Transportation on 02/27/2014. From Transportation: Do pass (15-0) on 04/28/2014. From Assembly: Passed (71-0) to Senate on 05/08/2014. To Senate Committee on Transportation & Housing on 05/22/2014. Author's amendments, re-referred to Transportation & Housing on 06/10/2014. From Transportation & Housing: Do pass (11-0) on 06/17/2014. To Special Consent Calendar on 06/25/2014. From Senate: Passed (35-0), to Assembly for concurrence on 07/03/2014.

SCAG California Legislative Matrix

July 2014

<p>TRANSPORTATION</p> <p>AB 1721</p> <p>Author Linder</p> <p>Location Senate</p> <p>Next Hearing Inactive File</p> <p>Positions RTC: Sponsor</p>	<p>Vehicles: High-Occupancy Vehicle Lanes</p> <p>Bill Summary Amends existing law that exempts a vehicle, eligible under these provisions to use high occupancy vehicle lanes, from toll charges imposed on single-occupant vehicles in designated high-occupancy toll lanes unless prohibited by federal law. Grants a vehicle, eligible under these provisions to use HOV lanes, a toll-free or reduced-rate passage in HOT lanes.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity Introduced on 02/13/2014. To Assembly Committee on Transportation on 02/27/2014. From Transportation: Do pass (15-0) on 04/21/2014. From Assembly: Passed (72-2) to Senate on 05/01/2014. To Senate Committee on Transportation & Housing on 05/15/2014. From Transportation & Housing: Do pass (10-0) on 06/10/2014. From Third Reading: To Inactive File on 06/16/2014.</p>
<p>ENTERTAINMENT TAX CREDIT</p> <p>AB 1839</p> <p>Author Gatto/Bocanegra</p> <p>Location Senate: A</p> <p>Next Hearing A: 08/04/2014</p> <p>Positions</p>	<p>Income Taxes: Qualified Motion Pictures</p> <p>Bill Summary Extends the program for five additional years. This bill would, as compared to the existing tax credits, extend the scope of the credits for a qualified motion picture to the applicable percentage of qualified expenditures up to \$100,000,000, would extend the credit to qualified expenditures for television pilot episodes and qualified expenditures relating to music scoring and music editing, and would determine an applicable percentage of 25% or 20% for qualified expenditures for television series relocating to California based on the number of years the series has received the credit since relocation to California and where in California photography occurs. This bill would limit the aggregate amount of these new credits to be allocated in each fiscal year to an unspecified amount, and would also set aside specific credit allocation amounts for each fiscal year for independent films and for television series that relocate to California.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity Introduced on 02/18/2014. To Assembly Committees on Arts, Entertainment, Sports, Tourism & Internet Media and Revenue & Taxation on 02/27/2014. Author's amendments, re-referred to Arts, Entertainment, Sports, Tourism & Internet Media on 03/19/2014. From Arts, Entertainment, Sports, Tourism & Internet Media: Do pass (7-0) to Revenue & Taxation on 03/25/2014. From Revenue & Taxation: Do pass (8-0) to Appropriations on 05/13/2014. From Appropriations: Do pass (16-0) on 05/23/2014. From Assembly: Passed (76-0) to Senate on 05/28/2014. To Senate Committee on Governance & Finance on 06/05/2014. Author's amendments, re-referred to Governance & Finance on 06/17/2014. From Governance & Finance: Do pass (6-0) to Appropriations on 06/25/2014.</p>
<p>REDEVELOPMENT</p> <p>AB 1963</p> <p>Author Atkins</p> <p>Location To Governor</p> <p>Next Hearing</p> <p>Positions</p>	<p>Redevelopment</p> <p>Bill Summary Relates to existing law that requires successor agencies to wind down the affairs of dissolved redevelopment agencies and which suspends such requirement, except as it applies to the transfer or assets and properties for governmental use, until the Department of Finance has approved a long-range property management plan. Provides the condition that requires the property of a former redevelopment agency to be disposed of according to law. Regards the transfer of agency assets.</p>	<p>Status: To GOVERNOR</p> <p>Recent Activity From Assembly: Urgency Clause adopted, passed (78-0) to Senate on 05/15/2014. To Senate Committee on Governance & Finance on 05/22/2014. From Governance & Finance: Do pass (7-0) to Appropriations on 06/11/2014. From Appropriations: To Second Reading without further hearing on 06/23/2014. To Consent Calendar on 06/24/2014. From Senate: Passed (32-0), to Assembly for concurrence on 06/26/2014. Assembly concurred in Senate amendments, to Enrollment on 06/30/2014. Enrolled on 07/02/2014. To Governor on 07/09/2014.</p>
<p>ENVIRONMENT</p> <p>AB 1970</p> <p>Author Gordon</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Global Warming Solutions Act: Community Investment</p> <p>Bill Summary Creates the Community Investment and Innovation Program and requires moneys to be available from the Greenhouse Gas Reduction Fund for purposes of awarding grants and other financial assistance to eligible applicants who submit plans to develop and implement integrated community-level greenhouse gas emissions reductions in their region. Requires the Strategic Growth Council to administer the program.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/19/2014. To Assembly Committees on Natural Resources and Local Government on 03/03/2014. From Natural Resources: Do pass (6-1) to Local Government on 04/07/2014. From Local Government: Do pass (8-0) to Appropriations on 04/23/2014. From Appropriations: To Suspend File on 05/07/2014. From Appropriations: Held in Committee on 05/23/2014.</p>

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GOODS MOVEMENT	Transit Village Plans: Goods Movement	Status: CHAPTERED
AB 2008	Bill Summary Amends existing law that authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics including demonstrable public benefits. Requires the plan to address demonstrable public benefits beyond the increase in transit usage including a number of specified benefits. Adds as a benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through dedicated loading and unloading facilities.	Recent Activity From Assembly: Passed (68-0) to Senate on 05/19/2014. From Senate: Passed (32-0), to Enrollment on 06/26/2014. Enrolled on 06/30/2014. To Governor on 07/02/2014. Signed by Governor, Chaptered by Secretary of State on 07/07/2014.
Author Quirk	Party D	
Location Chaptered		
Next Hearing		
Positions		
WATER BOND	Safe Clean and Reliable Drinking Water Supply Act	Status: Pending
AB 2043	Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Safe, Clean, and Reliable Drinking Water Supply Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$8,035,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. This bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.	Recent Activity Introduced on 02/20/2014. To Assembly Committee on Water, Parks & Wildlife on 03/06/2014. From Water, Parks & Wildlife: Do pass (11-0) to Appropriations, re-referred to Appropriations on 05/19/2014. From Appropriations: Not heard in Committee on 05/21/2014. From Appropriations: Not heard in Committee on 06/18/2014. From Appropriations: Not heard in Committee on 06/23/2014. From Appropriations: Not heard in Committee on 06/26/2014. From Appropriations: Not heard in Committee on 07/01/2014. From Appropriations: Not heard in Committee on 07/02/2014.
Author Bigelow	Party R	
Location Assembly: A		
Next Hearing		
Positions		
TRANSPORTATION: LICENSE PLATES	Vehicles: Temporary License Plates	Status: Pending
AB 2197	Bill Summary Requires the Department of Motor Vehicles 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 Department. Requires that the system be in operation by July 1, 2016.	Recent Activity Introduced on 02/20/2014. To Assembly Committee on Transportation on 03/06/2014. Author's amendments, re-referred to Transportation on 04/10/2014. From Transportation: Do pass (10-1) to Appropriations on 04/21/2014. From Appropriations: To Suspense File on 05/07/2014. From Appropriations: Held in Committee on 05/23/2014.
Author Mullin	Party D	
Location Assembly: A		
Next Hearing		
Positions OCTA: Support RCTC: Support		
REDEVELOPMENT	Community Revitalization and Investment Authorities	Status: Passed to SENATE
AB 2280	Bill Summary Authorizes certain local agencies to form a community revitalization authority within a community revitalization and investment area, to carry out provisions of the Community Redevelopment Law. Provides for the financing of these activities by the issuance of bonds serviced by tax increment revenues. Provides for periodic audits of the authority with respect to affordable housing.	Recent Activity Introduced on 02/21/2014. To Assembly Committees on Housing & Community Development and Local Government on 03/06/2014. From Housing & Community Development: Do pass (6-1) to Local Government on 03/26/2014. From Local Government: Do pass (8-1) to Appropriations on 04/02/2014. From Appropriations: Do pass (12-4) on 04/30/2014. From Assembly: Passed (57-12) to Senate on 05/08/2014. To Senate Committees on Transportation & Housing and Governance & Finance on 05/22/2014. From Transportation & Housing: Do pass (8-2) to Governance & Finance on 06/10/2014. From Governance & Finance: Do pass (4-2) to Appropriations on 06/25/2014.
Author Alejo	Party D	
Location Senate: A		
Next Hearing A: 08/04/2014		
Positions		

SCAG California Legislative Matrix

July 2014

<p>PUBLIC CONTRACTS</p> <p style="text-align: center;">AB 2471</p> <p>Author Frazier</p> <p>Location Senate: A</p> <p>Next Hearing A: 08/04/2014</p> <p>Positions</p>	<p>Public Contracts: Change Orders</p> <p>Bill Summary Requires a public entity, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly. Requires if this requirement is not met, the entity to be liable to the original contractor for the completed work in accordance with the contract. Authorizes the submission of a change order for completed extra work performed by a subcontractor. Authorizes subcontractor request. Requires subcontractor notification.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity Introduced on 02/21/2014. To Assembly Committee on Accountability & Administrative Review on 03/13/2014. Author's amendments, re-referred to Accountability & Administrative Review on 04/07/2014. Author's amendments, re-referred to Accountability & Administrative Review on 04/24/2014. From Accountability & Administrative Review: Do pass (13-0) to Appropriations on 04/30/2014. From Appropriations: To Suspense File on 05/14/2014. From Appropriations: Do pass (14-0) on 05/23/2014. From Assembly: Passed (63-11) to Senate on 05/29/2014. To Senate Committee on Governmental Organization on 06/11/2014. From Governmental Organization: Do pass (10-0) to Appropriations on 06/24/2014.</p>
<p>REDEVELOPMENT</p> <p style="text-align: center;">AB 2493</p> <p>Author Bloom</p> <p>Location Senate: A</p> <p>Next Hearing A: 08/04/2014</p> <p>Positions</p>	<p>Redevelopment Dissolution: Housing Projects: Bonds</p> <p>Bill Summary Amends existing law which dissolved redevelopment agencies and community development agencies and provided for the designation of successor agencies to wind down the affairs of such agencies and to make payments due for certain obligations. Relates to the use of proceeds from indebtedness issued for affordable housing purposes. Authorizes a successor housing entity to designate the use of such proceeds for projects meeting certain criteria. Provides for the expenditure of certain excess bond proceeds.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity Introduced on 02/21/2014. To Assembly Committees on Local Government and Housing & Community Development on 03/28/2014. Author's amendments, re-referred to Local Government on 03/28/2014. Author's amendments, re-referred to Local Government on 04/10/2014. From Local Government: Do pass (8-0) to Housing & Community Development on 04/23/2014. From Housing & Community Development: Do pass (7-0) to Appropriations on 04/30/2014. From Appropriations: To Suspense File on 05/14/2014. From Appropriations: Do pass (16-0) on 05/23/2014. From Assembly: Passed (75-1) to Assembly on 05/27/2014. To Senate Committees on Transportation & Housing and Governance & Finance on 06/05/2014. Author's amendments, re-referred to Transportation & Housing on 06/10/2014. From Transportation & Housing: Do pass (9-1) to Governance & Finance on 06/17/2014. From Governance & Finance: Do pass (4-1) to Appropriations on 06/25/2014.</p>
<p>GOODS MOVEMENT</p> <p style="text-align: center;">AB 2541</p> <p>Author Hall</p> <p>Location Assembly: T</p> <p>Next Hearing</p> <p>Positions</p>	<p>Alameda Corridor Transportation Authority</p> <p>Bill Summary Requires the Alameda Corridor Transportation Authority to adopt a tariff under which a use fee for movement of cargo on the Alameda Corridor rail system is imposed on any person, company, or other entity that is named as the shipper or consignee on an ocean carrier bill of lading for export or import cargo or various other persons or entities. Requires authorities to contract with a collection agency to collect the fee. Provides for liens on cargo. Requires railroad operators to provide certain information.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2014. To Assembly Committee on Transportation on 03/28/2014. Author's amendments, re-referred to Transportation on 03/28/2014.</p>

SCAG California Legislative Matrix

July 2014

TRANSPORTATION

Metro Gold Line Foothill Extension Authority

Status: Pending

AB 2574

Author
Rodriguez
Location
Assembly: T, LG
Next Hearing

Party
D

Bill Summary

Amends existing law that creates the Metro Gold Line Foothill Extension Construction Authority for purposes of the development of a light rail project from the City of Los Angeles to the cities of Pasadena and Montclair to provide the extension is to the City of Ontario, instead of the City of Montclair. Grants the Los Angeles County Metropolitan Transportation Authority the authority to operate the portion of the light rail project that extends the project to the LA/Ontario International Airport.

Recent Activity

Introduced on 02/21/2014. To Assembly Committee on Labor & Employment on 03/13/2014. Author's amendments, re-referred to Labor & Employment on 03/17/2014. Re-referred to Rules on 03/20/2014. Re-referred to Transportation and Local Government on 04/07/2014. From Transportation: Not heard in Committee on 04/21/2014. From Transportation: Not heard in Committee on 04/28/2014.

Positions
SANBAG: Oppose

TRANSPORTATION

Transportation Finance

Status: Pending

FINANCE

AB 2653

Author
Linder
Location
Assembly: B
Next Hearing

Party
R

Bill Summary

This bill would delete the provisions allocating revenues derived from the increased motor vehicle fuel excise tax to State Highway Account reimbursement, the State Transportation Improvement Program, and the State Highway Operations and Protection Program. The bill would instead provide for the Controller to apportion all of these revenues to cities and counties for local streets and roads pursuant to a specified formula, thereby making an appropriation. This bill would delete the transfer of these revenues to the Transportation Debt Service Fund, and would instead provide for appropriation in the annual Budget Act of 44% of these revenues to the State Transportation Improvement Program, 12% to the State Highway Operations and Protection Program, and 44% to city and county streets and roads pursuant to a specified formula.

Recent Activity

Introduced on 02/21/2014. To Assembly Committee on Budget on 03/28/2014. Author's amendments, re-referred to Budget on 03/28/2014.

Positions

WATER BOND

Clean, Safe, and Reliable Water Supply Act of 2014

Status: Pending

AB 2686

Author
Perea
Location
Assembly: A
Next Hearing

Party
D

Bill Summary

Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Clean, Safe, and Reliable Water Supply Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance a clean, safe, and reliable water supply program. This bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.

Recent Activity

Introduced on 02/21/2014. To Assembly Committee on Water, Parks & Wildlife on 03/17/2014. Author's amendments, re-referred to Water, Parks & Wildlife on 03/25/2014. Author's amendments, re-referred to Water, Parks & Wildlife on 04/22/2014. From Water, Parks & Wildlife: Do pass (10-1) to Appropriations on 04/29/2014. From Appropriations: Not heard in Committee on 05/21/2014. From Appropriations: Not heard in Committee on 06/18/2014. From Appropriations: Not heard in Committee on 06/23/2014. From Appropriations: Not heard in Committee on 06/26/2014. From Appropriations: Not heard in Committee on 07/01/2014. From Appropriations: Not heard in Committee on 07/02/2014.

Positions

TRIPLE BIKE RACKS

Vehicle: Buses: Bicycle Transportation Devices

Status: Passed to SENATE

AB 2707

Author
Chau
Location
Senate
Next Hearing

Party
D

Bill Summary

Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches.

Recent Activity

Introduced on 02/21/2014. To Assembly Committee on Transportation on 03/10/2014. Author's amendments, re-referred to Transportation on 03/11/2014. Author's amendments, re-referred to Transportation on 04/03/2014. Author's amendments, re-referred to Transportation on 04/21/2014. From Transportation: Do pass (15-0) on 04/28/2014. From Assembly: Passed (74-0) to Senate on 05/01/2014. To Senate Committee on Transportation & Housing on 05/15/2014. Author's amendments, re-referred to Transportation & Housing on 05/22/2014. From Transportation & Housing: Do pass (10-0) on 06/10/2014. From Senate: Passed (36-0), to Assembly for concurrence on 06/30/2014. From Assembly: Ordered returned to Senate on 07/03/2014.

Returned to Senate

Positions

SCAG California Legislative Matrix

July 2014

ENVIRONMENT

Hazardous Materials: Orange County Water District

Status: Passed to SENATE

AB 2712

Author
Daly
Location
Senate: A
Next Hearing
A: 08/04/2014
Positions
OCBC: Support

Party
D

Bill Summary

Existing law, the Orange County Water District Act, prescribes the powers of the Orange County Water District. Existing law grants the district the power to perform actions useful or necessary to replenish the underground water basin within the district, or to augment and protect the quality of the common water supplies of the district. The act authorizes the district to conduct any investigations of the quality of the surface and groundwaters within the district that the district determines to be necessary and appropriate to determine whether those waters are contaminated or polluted. The act authorizes the district to expend available funds to perform any cleanup, abatement, or remedial work required under the circumstances which, in the determination of the board of directors, is required by the magnitude of the endeavor or the urgency of prompt action needed to prevent, abate, or contain any threatened or existing contamination of, or pollution to, the surface or groundwaters of the district, and requires the person causing or threatening to cause that contamination or pollution to be liable to the district to the extent of the reasonable costs actually incurred. This bill would require the district, in order to obtain, by legal action or proceeding, the recovery of the costs of cleaning up or containing contamination, abating the effects of the contamination or pollution, or taking other emergency, removal, or remedial action described above, to provide notice of the action to a regional water quality control board and the Department of Toxic Substances Control, to meet and confer with agencies and any responsible party, and to comply with the requirements for consistency with the National Contingency Plan, as prescribed. The bill would state the intent of the Legislature that the district adopt a policy to address the process for groundwater remediation projects and that the district enter into a memorandum of understanding between it, the Department of Toxic Substances Control, the California Regional Water Quality Control Board, Santa Ana region, and the Orange County Health Care Agency to establish a process of review of the district's proposed groundwater remediation projects.

Recent Activity

Introduced on 02/21/2014. To Assembly Committees on Environmental Safety & Toxic Materials and Local Government on 03/17/2014. From Environmental Safety & Toxic Materials: Not heard in Committee on 04/08/2014. Author's amendments, re-referred to Environmental Safety & Toxic Materials on 03/23/2014. From Environmental Safety & Toxic Materials: Do pass (6-0) to Local Government on 04/29/2014. From Local Government: Do pass (9-0) to Appropriations on 04/30/2014. From Appropriations: Do pass (17-0), to Consent Calendar on 05/14/2014. From Assembly: Passed (73-1) to Senate on 05/27/2014. To Senate Committees on Environmental Quality and Judiciary on 06/05/2014. From Environmental Quality: Do pass (7-0) to Judiciary on 06/18/2014. From Judiciary: Do pass (7-0) to Appropriations on 06/24/2014.

TRANSPORTATION

Vehicle Weight Fees: Transportation Bond Debt Service

Status: Pending

AB 2728

Author
Perea
Location
Assembly: A
Next Hearing
Positions
VCTC: Support

Party
D

Bill Summary

Prohibits weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund or 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. Prohibits loans of the weight fee revenues to the General Fund.

Recent Activity

Introduced on 02/21/2014. To Assembly Committee on Accountability & Administrative Review on 03/17/2014. Author's amendments, re-referred to Accountability & Administrative Review on 03/27/2014. Re-referred to Rules on 04/03/2014. Re-referred to Transportation on 04/07/2014. From Transportation: Do pass (15-0) to Appropriations on 04/21/2014. From Appropriations: To Suspense File on 05/07/2014. From Appropriations: Held in Committee on 05/23/2014.

ECONOMIC DEVELOPMENT

Sustainable Communities Investment Authority

Status: Passed Both Houses

SB 1

Author
Steinberg
Location
Senate
Next Hearing
Inactive File
Positions
SCAG: Support

Party
D

Bill Summary

Authorizes certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority to carry out the Community Redevelopment Law. Provides for tax increment funding receipt under certain economic development and planning criteria. Establishes prequalification requirements for receipt of funding. Requires monitoring and enforcement of prevailing wage requirements within the area. Excludes certain types of farmland.

Recent Activity

From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (5-2) on 05/23/2013. From Senate: Passed (27-11) to Assembly on 05/28/2013. To Assembly Committees on Housing & Community Development and Local Government on 06/14/2013. From Housing & Community Development: Do pass (5-2) to Local Government on 07/03/2013. Author's amendments, re-referred to Local Government on 08/05/2013. From Local Government: Do pass (6-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (12-5) on 08/30/2013. From Assembly: Passed (48-28), to Senate for concurrence on 09/09/2013. From Senate: To Inactive File on 09/12/2013.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

July 2014

ENVIRONMENT SB 11 Author Pavley Location Assembly: T Next Hearing Positions Metro: Support Metrolink: Support in Concept	Alternative Fuel: Vehicle Technologies: Funding Bill Summary Relates to compensation for the retirement of certain high polluting vehicles. Requires an update to guidelines for an enhanced fleet modernization program to include specified elements. Establishes compensation for replacement vehicles. Extends smog abatement fees in amounts required to make deposits into the Alternative and Renewable Fuel and Vehicle Technology Fund, the Air Quality Improvement Fund, and a specified Subaccount. Relates to grants for air emission pollutant reduction projects. Extends the Carl Moyer Program, and a vehicle registration charge to fund the Carl Moyer Program, to January 1, 2024.	Status: Passed to ASSEMBLY Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (6-1) on 05/23/2013. From Senate: Passed (32-5) to Assembly on 05/29/2013. To Assembly Committees on Transportation and Natural Resources on 06/14/2013. From Transportation: Do pass (10-3) to Natural Resources on 07/01/2013. Author's amendments, re-referred to Natural Resources on 08/06/2013. From Natural Resources: Do pass (6-2) to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (12-4) on 08/30/2013. Re-referred to Transportation on 09/09/2013. From Transportation: Not heard in Committee on 09/11/2013.
INFRASTRUCTURE FINANCING SB 33 Author Wolk Location Assembly Next Hearing Inactive File Positions CA League: Support	Infrastructure Financing Districts: Voter Approval Bill Summary Revises provisions governing infrastructure financing districts. Eliminates the requirement of voter approval for creation of the district and for bond issuance, and authorizes the legislative body to create the district subject to specified procedures. Authorizes the creation of such district subject to specified procedures. Authorizes a district to finance specified actions and project. Prohibits financing until a certain requirement is met. Prohibits assistance to a vehicle dealer or big box retailer.	Status: Passed to ASSEMBLY Recent Activity From Appropriations: To Second Reading without further hearing on 04/08/2013. To Third Reading on 04/09/2013. From Senate: Passed (24-13) to Assembly on 04/11/2013. To Assembly Committee on Local Government on 05/16/2013. From Local Government: Do pass (5-2) to Appropriations on 06/12/2013. From Appropriations: Do pass (11-5) on 07/03/2013. Amended, to Third Reading on 08/26/2013. From Assembly: To Inactive File on 09/11/2013.
CAP & TRADE SB 64 Author Corbett Location Assembly: A Next Hearing Positions CA League: Support	Global Warming Solutions: Clean Technology Investment Bill Summary Creates the Clean Technology Innovation Account within the Greenhouse Gas Reduction Fund. Requires appropriations of moneys in the fund or other funds to the account in the Budget Act. Makes such funds available for evaluating the efficacy of a new technology or product to potentially reduce greenhouse gas emission, provide grants for technologists and products that have been confirmed to have greenhouse gas emission reduction potential. Requires providing programmatic and technical expertise.	Status: Passed to ASSEMBLY Recent Activity From Appropriations: Not heard in committee on 05/06/2013. From Appropriations: To Suspense File on 05/13/2013. From Appropriations: Do pass (5-0) on 05/23/2013. From Senate: Passed (30-7) to Assembly on 05/29/2013. To Assembly Committees on Natural Resources and Utilities & Commerce on 06/14/2013. Author's amendments, re-referred to Natural Resources on 06/14/2013. Re-referred to Rules on 06/20/2013. Re-referred to Natural Resources on 06/24/2013. From Natural Resources: Hearing canceled at the request of the author on 08/12/2013. Author's amendments, re-referred to Natural Resources on 06/18/2014. From Natural Resources: Do pass (6-3) to Appropriations on 06/26/2014.
VEHICLE LICENSE FEE SB 69 Author Roth Location Assembly: A Next Hearing Positions SCAG: Support	Property Tax Revenue: Vehicle License Fee Bill Summary Amends existing law that requires each city, county, and city and county receive additional property tax revenues in the form of a vehicle license fee adjustment amount for a Vehicle License Fee Property Tax Compensation Fund in each county treasury. Modifies the reduction and transfer provisions for the a specified fiscal year and for each year thereafter by providing for a vehicle license fee adjustment calculated on the basis of changes in assessed valuation.	Status: Passed to ASSEMBLY Recent Activity From Senate: Passed (30-6) to Assembly on 05/30/2013. To Assembly Committee on Rules on 09/11/2013. Author's amendments, re-referred to Rules on 09/12/2013. Author's amendments, re-referred to Rules on 04/21/2014. Author's amendments, re-ferred to Rules on 05/06/2014. Re-referred to Local Government on 06/05/2014. Author's amendments, re-referred to Local Government on 06/16/2014. From Local Government: Do pass (9-0) to Appropriations on 06/25/2014.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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<p>ECONOMIC DEVELOPMENT</p> <p>SB 133</p> <p>Author DeSaulnier</p> <p>Location Senate</p> <p>Next Hearing Inactive File</p> <p>Positions</p>	<p>Redevelopment</p> <p>Bill Summary Amends the Community Redevelopment Law. Requires a redevelopment agency to include additional information relating to any major audit violations, any corrections of those violations, and planning and general administrative expenses of the Low and Moderate Income Housing Fund. Authorizes quality control reviews by the Controller and the publishing of those reviews. Requires audits of such agencies to ensure compliance with the law. Relates to funding for housing construction and/or rehabilitation.</p>	<p>Status: Passed Both Houses</p> <p>Recent Activity From Transportation & Housing: Do pass (11-0) to Consent Calendar on 04/02/2013. From Senate: Passed (38-0) to Assembly on 04/08/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 05/09/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 06/10/2013. Re-referred to Rules on 06/14/2013. Re-referred to Housing & Community Development and Local Government on 06/17/2013. From Housing & Community Development: Do pass (5-2) to Local Government on 07/03/2013. Author's amendments, re-referred to Local Government on 08/06/2013. From Local Government: Do pass (9-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (17-0) on 08/30/2013. From Assembly: Passed (77-0), to Senate for concurrence on 09/04/2013. From Senate: To Inactive File on 09/10/2013.</p>
<p>ENVIRONMENT</p> <p>SB 389</p> <p>Author Wright</p> <p>Location Senate</p> <p>Next Hearing</p> <p>Positions</p>	<p>Electric Generating Facilities: Emissions Offsets</p> <p>Bill Summary Prohibits South Coast Air Quality Management District from charging a fee for the transfer of an emissions offset from the district's internal emissions offset account to offset any emissions increase from the replacement of electric utility steam boilers at electric generating facilities.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/20/2013. To Senate Committee on Environmental Quality on 02/28/2013. From Environmental Quality: Failed passage (4-4), reconsideration granted on 04/17/2013. From Environmental Quality: Failed passage (4-5) on 05/01/2013. Returned to Secretary of the Senate on 05/09/2013.</p>
<p>AFFORDABLE HOUSING</p> <p>SB 391</p> <p>Author DeSaulnier</p> <p>Location Assembly</p> <p>Next Hearing Suspense File</p> <p>Positions CA League: Support</p>	<p>State Homes and Jobs Act of 2013</p> <p>Bill Summary Enacts the California Homes and Jobs Act of 2013. Imposes a fee 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. Requires that revenues sent quarterly to the Department of Housing and Community Development for deposit in a related fund. Provides that fund moneys expended for supporting affordable housing, administering housing programs and the cost of periodic audits. Requires prevailing wage monitoring and enforcement.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Appropriations: Not heard on 05/06/2013. Author's amendments, re-referred to Appropriations on 05/07/2013. From Appropriations: To Suspense File on 05/13/2013. Author's amendments, re-referred to Appropriations on 05/20/2013. From Appropriations: Do pass (5-2) on 05/23/2013. From Senate: Passed (27-12) to Assembly on 05/29/2013. To Assembly Committees on Housing & Community Development and Labor & Employment on 06/14/2013. Author's amendments, re-referred to Housing & Community Development on 08/08/2013. From Housing & Community Development: Do pass (4-2) to Labor & Employment on 08/12/2013. From Labor & Employment: Do pass (5-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/30/2013.</p>

SCAG California Legislative Matrix

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ECONOMIC DEVELOPMENT

SB 511

Author
Lieu

Location
Assembly: A

Next Hearing

Party
D

Positions
SCAG: Sponsor

Trade Promotion of State Ports: Export Finance Office

Bill Summary

Requires the Director of the Governor's Office of Business and Economic Development to convene a statewide business partnership for the promotion of trade for State ports and to explore greater utilization of such ports. Authorizes the Infrastructure and Economic Development Bank to include insurance and forms of surety as financial products. Establishes the Export Finance Office to expand employment and income opportunities for residents through increased exports, services, and agricultural commodities.

Status: Passed to ASSEMBLY

Recent Activity

From Senate Committee on Business, Professions & Economic Development: Do pass (9-0) to Appropriations on 01/13/2014. From Appropriations: To second reading without further hearing on 01/21/2014. From Senate: Passed (31-0) to Assembly on 01/23/2014. To Assembly Committee on Jobs, Economic Development & the Economy on 04/24/2014. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 05/19/2014. From Jobs, Economic Development & The Economy: Not heard in Committee on 06/10/2014. From Jobs, Economic Development & The Economy: Do pass (7-0) to Appropriations on 06/24/2014.

ECONOMIC DEVELOPMENT

SB 592

Author
Price

Location
Assembly: A

Next Hearing
Held in Committee

Party
D

Positions

Trade Promotion of California Ports

Bill Summary

Requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature a strategy for promoting trade for State airports, land ports, and seaports that, at a minimum includes specified information, objectives, goals and recommendations. Requires that the strategy be submitted to various legislative entities. Requires convening a statewide business partnership for promotion of trade for State ports and to explore greater utilization of State ports.

Status: Passed to ASSEMBLY

Recent Activity

From Appropriations: To Suspense File on 04/15/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (38-0) to Assembly on 05/28/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 06/17/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 06/25/2013. From Jobs, Economic Development & The Economy: Do pass (8-0) to Appropriations on 08/12/2013. Amended, re-referred to Appropriations on 08/13/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Held in Committee on 08/30/2013.

CAP & TRADE

SB 605

Author
Lara

Location
Assembly: A

Next Hearing
Held in Committee

Party
D

Positions
CA League: Watch

California Global Warming Solutions Act: Scoping Plan

Bill Summary

Requires the Controller to determine the amount of moneys collected and deposited in the Greenhouse Reduction Fund by the State Air Resources Board. Appropriates moneys from the fund for projects and programs in disadvantaged communities. Authorizes expenditures for administrative purposes. Requires the Board, when updating a greenhouse gas emissions reduction scoping plan, to include specified criteria, and to submit that criteria to the Joint Legislative Budget Committee.

Status: Passed to ASSEMBLY

Recent Activity

From Senate: Passed (27-11) to Assembly on 05/29/2013. To Assembly Committee on Natural Resources on 06/14/2013. Author's amendments, re-referred to Natural Resources on 06/18/2013. Author's amendments, re-referred to Natural Resources on 07/03/2013. From Natural Resources: Do pass (6-3) to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Held in Committee on 08/30/2013.

SCAG California Legislative Matrix

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<p>INFRASTRUCTURE FINANCING</p> <p>SB 628</p> <p>Author Beall</p> <p>Location Assembly</p> <p>Next Hearing Third Reading File</p> <p>Positions</p>	<p>Infrastructure Financing: Transit Priority Projects</p> <p>Bill Summary Eliminates the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit priority project. Requires a specified percentage of the revenue for increasing, improving, and preserving the supply of lower and moderate-income housing. Requires a low-income housing replacement ordinance.</p>	<p>Status: Returned to ASSEMBLY</p> <p>Recent Activity From Transportation & Housing: Do pass (7-3) on 05/07/2013. Amended on 05/14/2013. From Senate: Passed (24-11) to Assembly on 05/20/2013. To Assembly Committees on Local Government and Housing & Community Development on 06/03/2013. Author's amendments, re-referred to Local Government on 06/17/2013. From Local Government: Do pass (EDT) to Housing & Community Development on 06/26/2013. From Housing & Community Development: Do pass (4-2) on 07/03/2013. From Assembly: Passed (46-29), to Senate for concurrence on 08/08/2013. Senate concurred in Assembly amendments, to Enrollment on 08/15/2013. Withdrawn from Enrollment, held at Senate desk on 08/19/2013. From Senate: Action rescinded whereby Senate concurred in Assembly amendments, ordered returned to Assembly on 06/16/2014. From Assembly: Action rescinded whereby bill was read third time and passed on 07/03/2014.</p>
<p>ENVIRONMENT</p> <p>SB 731</p> <p>Author Steinberg</p> <p>Location Assembly</p> <p>Next Hearing</p> <p>Positions SCAG: Work With Author CA League: Watch CSAC: Support in Concept RCTC: Work With Author SANBAG: Work With Author</p>	<p>Environment: California Environmental Quality Act</p> <p>Bill Summary Relates to the State Environmental Quality Act. Provides that certain impacts of a residential, mixed-use, or employment center project within a transit priority area shall not be considered significant impacts. Requires guidelines for thresholds of significance for noise and transportation impacts to be made available. Requires preparation of environmental impact reports. Extends the tolling of time for judicial actions and mitigation measures. Relates to sustainable communities planning and grants.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (39-0) to Assembly on 05/29/2013. To Assembly Committees on Natural Resources and Local Government on 06/17/2013. From Natural Resources: Do pass (6-1) to Local Government on 07/01/2013. Amended, re-referred to Local Government on 08/06/2013. From Local Government: Do pass (7-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (11-0) on 08/30/2013. Amended on 09/06/2013. Re-referred to Natural Resources and Local Government on 09/09/2013. Author's amendments, re-referred to Natural Resources on 09/09/2013. From Natural Resources: Do pass (5-1) to Local Government on 09/10/2013. From Local Government: Do pass (9-0) on 09/11/2013.</p>
<p>WATER BOND</p> <p>SB 848</p> <p>Author Wolk</p> <p>Location Senate</p> <p>Next Hearing Second Reading File</p> <p>Positions</p>	<p>Safe Drinking Water, Water Quality, and Water Supply</p> <p>Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Safe, Clean, and Reliable Drinking Water Supply Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$7,500,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. This bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced 01/09/2014. To Senate Committees on Natural Resources & Water, Environmental Quality, and Governance & Finance on 01/23/2014. From Natural Resources & Water: Do pass (6-0) to Environmental Quality on 02/11/2014. From Environmental Quality: Do pass (6-2) to Governance & Finance on 02/19/2014. From Governance & Finance: Do pass (5-2) to Appropriations on 02/26/2014. From Appropriations: To Suspense File on 05/19/2014. From Appropriations: Do pass (5-2) to Rules on 05/23/2014. Author's amendments, re-referred to Rules, withdrawn from Rules on 06/23/2014. From Senate: Read third time, urgency clause failed adoption (22-9), motion to reconsider, reconsideration granted on 06/23/2014. From Senate: Read third time and amended, to second reading on 07/03/2014.</p>

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

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CAP & TRADE

Greenhouse Gases: Emissions Reduction

Status: CHAPTERED

SB 862

Author
Senate B&FR

Location
Chaptered

Next Hearing

Bill Summary

Includes a greenhouse gas reduction loan program, low-income weatherization program, high-speed rail funding, transit and intercity rail funding and transit agency emission reduction, state building energy retrofitting, timberland environmental impact report funding, state forestry appointments, the Forest Legacy Program, clean vehicle rebates and zero emission vehicle vouchers, and the export of electricity from wind technologies of customer-generators.

Recent Activity

From Senate: Passed (22-12) to Assembly on 04/10/2014. From Assembly: Passed (53-26), to Assembly for concurrence on 06/15/2014. Senate concurred in Assembly amendments, to Enrollment on 06/15/2014. Enrolled on 06/18/2014. To Governor on 06/19/2014. Signed by Governor, Chaptered by Secretary of State on 06/20/2014.

Positions

WATER BOND

Safe, Clean, and Reliable Drinking Water Supply Act

Status: Pending

SB 927

Author
Cannella

Location
Senate: NRW, EQ, G&F

Next Hearing

Bill Summary

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. The bond act, among other things, makes specified amounts available for projects relating to drought relief, water supply reliability, ecosystem and watershed protection and restoration, and emergency and urgent actions that ensure safe drinking water supplies are available in disadvantaged communities and economically distressed areas. Existing law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would rename the bond act as the Safe, Clean, and Reliable Drinking Water Supply Act of 2014 and make conforming changes. The bill would instead authorize the issuance of bonds in the amount of \$9,217,000,000 by reducing the amount available for projects related to drought relief and water supply reliability, as specified. The bill would remove the authorization for funds to be available for ecosystem and watershed protection and restoration projects, and would increase the amount of funds available for emergency and urgent actions to ensure safe drinking water supplies in disadvantaged communities and economically distressed areas.

Recent Activity

Introduced on 01/29/2014. To Senate Committees on Natural Resources & Water, Environmental Quality, and Governance & Finance on 02/06/2014. From Natural Resources & Water: Not heard in Committee on 04/08/2014. From Natural Resources & Water: Failed passage (3-6), reconsideration granted, on 04/22/2014.

Positions

TRANSPORTATION: PARKING

Vehicles: Parking: Public Grounds

Status: Passed to ASSEMBLY

SB 953

Author
Roth

Location
Assembly

Next Hearing
Consent Calendar

Positions
RCTC: Sponsor
SANBAG: Support

Bill Summary

Amends existing law prohibiting a person from driving a vehicle or animal, or stopping, or leaving standing a vehicle or animal, whether attended or not, upon the driveways, paths, parking facilities, or ground of specified public entities, including a transit district and a public transportation agency, except with the permission of, and upon and subject to specified conditions, of the governing body of a specified public body. Includes specified county transportation commissions with the listed entities.

Recent Activity

Introduced on 02/06/2014. To Senate Committee on Transportation & Housing on 02/20/2014. Author's amendments, re-referred to Transportation & Housing on 04/21/2014. From Transportation & Housing: Do pass (10-1) on 04/22/2014. Re-referred to Appropriations on 05/05/2014. From Appropriations: To second reading without further hearing on 05/19/2014. From Senate: Passed (32-0) to Assembly on 05/23/2014. To Assembly Committee on Transportation on 05/29/2014. From Transportation: Do pass (15-0) to Appropriations on 06/16/2014. From Appropriations: Do pass (17-0), to Consent Calendar on 07/02/2014.

SCAG California Legislative Matrix

July 2014

<p>TRANSPORTATION</p> <p>SB 969</p> <p>Author DeSaulnier</p> <p>Location Senate: T&H</p> <p>Next Hearing</p> <p>Positions SANBAG: Oppose Unless Amended</p>	<p>Public Works</p> <p>Bill Summary Authorizes these provisions to be known and cited as the Public Works Project Overview Improvement Act. Defines a megaproject as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. Requires the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/10/2014. To Senate Committee on Transportation & Housing on 02/20/2014.</p>
<p>HOT LANES</p> <p>SB 983</p> <p>Author Hernandez, E</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>High-Occupancy Toll Lanes</p> <p>Bill Summary Requires guidelines for development and operation of high-occupancy toll lanes. Authorizes local transportation entities and the Santa Clara Valley Transportation Authority to apply to develop and operate high-occupancy lanes and a value-pricing program and public transit preferential lane facilities. Removes the limitation on the number of approved facilities. Deletes the application deadline. Provides each application is subject to review by the Commission. Requires the entity to reimburse the Commission.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity Introduced on 02/11/2014. To Senate Committee on Governance & Finance on 02/20/2014. From Governance & Finance: Not heard in committee on 04/08/2014. From Governance & Finance: Do pass (4-2) to Appropriations on 04/30/2014. From Appropriations: To Second Reading without further hearing on 05/12/2014. Re-referred to Rules on 05/23/2014. Re-referred to Governance & Finance on 05/27/2014. From Governance & Finance: Do pass (5-2) on 05/28/2014. From Senate: Passed (22-13) to Assembly on 05/29/2014. To Assembly Committee on Local Government on 06/09/2014. Author's amendments, re-referred to Local Government on 06/15/2014. Re-referred to Rules on 06/15/2014. Re-referred to Transportation on 06/16/2014. From Transportation: Do pass (12-1) to Appropriations on 06/23/2014.</p>
<p>TRANSPORTATION</p> <p>SB 990</p> <p>Author Vidak</p> <p>Location Senate: T&H</p> <p>Next Hearing</p> <p>Positions RCTC: Oppose SANBAG: Oppose VCTC: Oppose</p>	<p>Transportation Funds: Disadvantaged Small Communities</p> <p>Bill Summary Requires that no less than a specified percentage of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities. Requires regional transportation agencies and county transportation commissions, in programming these moneys, to prioritize funding congestion relief and safety needs.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/12/2014. To Senate Committee on Transportation & Housing on 02/20/2014. Author's amendments, re-referred to Transportation & Housing on 04/21/2014. From Transportation & Housing: Failed passage (3-8), reconsideration granted on 04/29/2014.</p>

SCAG California Legislative Matrix

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<p>LACMTA TRANS. & USE TAX</p> <p>SB 1037</p> <p>Author Hernandez</p> <p>Location Senate</p> <p>Next Hearing</p> <p>Positions</p>	<p>Los Angeles County MTA: Transactions and Use Tax</p> <p>Bill Summary Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related purposes pursuant to an adopted expenditure plan and subject to voter approval. Existing law authorizes the MTA to seek voter approval to extend the sales tax pursuant to an amended ordinance, subject to various requirements and voter approval. This bill would require the MTA, before submitting an ordinance or amended ordinance to the voters, to amend the expenditure plan previously prepared for the voter-approved Measure R transactions and use tax with respect to certain matters relating to projects and programs to be funded under Measure R and to develop a transparent process to determine the most recent cost estimates for those projects and programs. The bill would also require the MTA to include the amended expenditure plan in the revised and updated Long Range Transportation Plan, and to post the amended expenditure plan and the Long Range Transportation Plan on the MTA's Internet Web site at least 30 days before submitting the ordinance or amended ordinance to the voters. The bill would require the revised and updated Long Range Transportation Plan to include capital projects and capital programs that are adopted by each subregion, as specified, and that are submitted to the MTA for inclusion in the Long Range Transportation Plan.</p>	<p>Status: Passed Both Houses</p> <p>Recent Activity Introduced on 02/18/2014. To Senate Committee on Rules on 02/27/2014. Author's amendments, re-referred to Rules on 03/24/2014. Re-referred to Transportation & Housing and Governance & Finance on 03/26/2014. From Transportation & Housing: Do pass (11-0) to Governance & Finance on 04/29/2014. From Governance & Finance: Do pass (6-1) on 05/07/2014. To Third Reading on 05/08/2014. From Senate: Passed (31-2) to Assembly on 05/12/2014. To Assembly Committees on Local Government & Transportation on 05/19/2014. Author's amendments, re-referred to Local Government on 06/09/2014. From Local Government: Do pass (9-0) to Transportation on 06/18/2014. From Transportation: Do pass (14-0) on 06/23/2014. From Assembly: Passed (76-0), to Senate for concurrence on 06/30/2014.</p>
<p>TRANSPORTATION: VMT</p> <p>SB 1077</p> <p>Author DeSaulnier</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Vehicles: Mileage-Based Fee Pilot Program</p> <p>Bill Summary 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.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity Introduced on 02/19/2014. To Senate Committee on Transportation & Housing on 02/27/2014. From Transportation & Housing: Not heard in Committee on 04/01/2014. Author's amendments, re-referred to Transportation & Housing on 04/21/2014. From Transportation & Housing: Do pass (9-0) to Appropriations on 04/29/2014. From Appropriations: To Suspense File on 05/12/2014. From Appropriations: Do pass (7-0) on 05/23/2014. From Senate: Passed (23-11) to Assembly on 05/27/2014. To Assembly Committee on Transportation on 06/02/2014. Author's amendments, re-referred to Transportation on 06/16/2014. From Transportation: Do pass (10-4) to Appropriations on 06/23/2014.</p>
<p>WATER BOND</p> <p>SB 1080</p> <p>Author Fuller</p> <p>Location Senate: R</p> <p>Next Hearing</p> <p>Positions</p>	<p>Safe, Clean, and Reliable Drinking Water Supply Act</p> <p>Bill Summary Relates to the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in a specified amount. Declares the intent of the Legislature to enact legislation to reduce the bond amount.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/19/2014. To Senate Committee on Rules on 02/27/2014.</p>

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CAP & TRADE FUNDS

Sustainable Communities: Strategic Growth Council

Status: Pending

SB 1122

Author
Pavley

Party
D

Location
Senate: A

Next Hearing

Bill Summary

The CalifRequires the Strategic Growth Council to manage and award financial assistance for the purpose of supporting the implementation of sustainable communities strategies or alternate planning strategies, to be funded by the Greenhouse Gas Reduction Fund. Requires guidelines for funds use. Authorizes such assistance for the development and implementation of agricultural, natural resource, and open space land protection plans consistent with sustainable communities and greenhouse gas emission reduction plans.

Recent Activity

Introduced on 02/19/2014. To Senate Committees on Environmental Quality and Rules on 02/27/2014. Author's amendments, re-referred to Environmental Quality on 03/24/2014. From Environmental Quality: Do pass (6-0) to Rules on 04/02/2014. Re-referred to Transportation & Housing on 04/22/2014. From Transportation & Housing: Do pass (9-1) to Appropriations on 04/29/2014. From Appropriations: To Suspense File on 05/19/2014. From Appropriations: Held in Committee on 05/23/2014.

Positions

ENVIRONMENT

Global Warming Solutions Act: Emissions Reduction

Status: Pending

SB 1125

Author
Pavley

Party
D

Location
Senate: A

Next Hearing

Bill Summary

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to the 1990 level to be achieved by 2020. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, on or before January 1, 2016, and in consultation with specified entities, to develop quantitative, advisory reduction targets for greenhouse gas emissions and short-lived climate pollutants, as defined, for 2030 in order to inform future legislative action. The bill would require the state board to report to the Legislature on those targets. The bill, on January 1, 2020, would declare inoperative the requirement that the state board report to the Legislature.

Recent Activity

Introduced on 02/19/2014. To Senate Committee on Rules on 02/27/2014. Author's amendments, re-referred to Rules on 03/28/2014. Re-referred to Environmental Quality on 04/10/2014. From Environmental Quality: Do pass (5-2) to Appropriations on 04/30/2014. Author's amendments, re-referred to Appropriations on 05/13/2014. From Appropriations: To Suspense File on 05/19/2014. From Appropriations: Held in Committee on 05/23/2014.

Positions

REDEVELOPMENT

Successor Agencies to Redevelopment Agencies

Status: Passed to ASSEMBLY

SB 1129

Author
Steinberg

Party
D

Location
Assembly: A

Next Hearing

Bill Summary

Authorizes a successor agency to utilize the proceeds of bonds issued during the 2011 calendar year, upon the approval of the oversight board, if the oversight board, in consultation with the relevant metropolitan planning organization, determines that the use of the bond proceeds is consistent with the sustainable communities strategy. Prohibits required compensation agreements as part of the approval of a long-range property management plan. Requires the approval of a plan as expeditiously as possible.

Recent Activity

Introduced on 02/19/2014. To Senate Committee on Governance & Finance on 02/27/2014. From Governance & Finance: Do pass (5-2) to Appropriations on 04/09/2014. From Appropriations: To Suspense File on 05/05/2014. From Appropriations: Do pass (5-2) on 05/23/2014. From Senate: Passed (27-8) to Assembly on 05/28/2014. To Assembly Committees on Local Government and Housing & Community Development on 06/05/2014. From Local Government: Do pass (9-0) to Housing & Community Development on 06/18/2014. From Housing & Community Development: Do pass (5-1) to Appropriations on 06/23/2014.

Positions

ENVIRONMENT

Oil and Gas Well Stimulation Treatments

Status: FAILED PASSAGE

SB 1132

Author
Mitchell

Party
D

Location
Senate

Next Hearing

Bill Summary

Requires a specified scientific study to be conducted to consider additional elements and evaluate potential direct, indirect and cumulative health and environmental effects of onshore and offshore well stimulation and well stimulation treatment-related activities. Prohibits all well stimulation treatments until the Secretary of the Natural Resources Agency convenes a committee to review the scientific study, and that such stimulation will not create specified adverse public or environmental health impacts.

Recent Activity

Introduced on 02/20/2014. To Senate Committees on Natural Resources & Water and Environmental Quality on 03/06/2014. Author's amendments, re-referred to Natural Resources & Water on 03/27/2014. From Natural Resources & Water: Do pass (5-2) to Environmental Quality on 04/08/2014. Author's amendments, re-referred to Environmental Quality on 04/21/2014. From Environmental Quality: Do pass (5-2) to Appropriations on 04/30/2014. From Appropriations: To Suspense File on 05/19/2014. From Appropriations: Do pass (4-2) on 05/23/2014. From Senate: Failed passage (16-18), reconsideration granted on 05/28/2014. From Senate: Failed passage (16-16) on 05/29/2014.

Positions

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<p>ENVIRONMENT</p> <p>SB 1156</p> <p>Author Steinberg</p> <p>Location Senate</p> <p>Next Hearing</p> <p>Positions</p>	<p>Carbon Tax Law of 2014</p> <p>Bill Summary 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.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/20/2014.</p>
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<p>GOODS MOVEMENT</p> <p>SB 1228</p> <p>Author Hueso</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions SANBAG: Support With Amendments</p>	<p>Trade Corridors Improvement Fund</p> <p>Bill Summary Provides for the continuation of the Trade Corridors Improvement Fund for the purpose of receipt and expenditure of revenues from sources other than a specified bond act. Provides for allocation of those revenues for similar purposes as the bond act, but specifically for infrastructure improvements that benefit the State's land ports of entry, seaports, and airports. Requires funded projects to demonstrate how they will reduce greenhouse gas emission consistent with the Greenhouse Gas Reduction Fund.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity Introduced on 02/20/2014. To Senate Committee on Rules on 03/06/2014. Author's amendments, re-referred to Rules on 03/27/2014. Re-referred to Transportation & Housing and Environmental Quality on 04/03/2014. From Transportation & Housing: Do pass (10-0) to Environmental Quality on 04/22/2014. From Environmental Quality: Do pass (7-0) to Appropriations on 04/30/2014. From Appropriations: To Suspense File on 05/12/2014. From Appropriations: Do pass (7-0) on 05/23/2014. From Senate: Passed (35-1) to Assembly on 05/27/2014. To Assembly Committee on Transportation on 06/02/2014. From Transportation: Do pass (12-0) to Appropriations on 06/23/2014.</p>
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<p>WATER BOND</p> <p>SB 1250</p> <p>Author Hueso</p> <p>Location Senate: NRW, EQ, G&F</p> <p>Next Hearing</p> <p>Positions</p>	<p>Safe, Clean and Reliable Drinking Water Supply Act</p> <p>Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the California Water Infrastructure Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$10,150,000,000 pursuant to the State General Obligation Bond Law to finance public benefits associated with water storage and water quality improvement projects. This bill would provide for the submission of this bond act to the voters at the November 4, 2014, statewide general election.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/20/2014. To Senate Committee on Rules on 03/06/2014. Author's amendments, re-referred to Rules on 04/21/2014. Re-referred to Natural Resources & Water, Environmental Quality, and Governance & Finance on 04/22/2014. From Natural Resources & Water: Heard, but remains in Committee on 04/29/2014. Author's amendments, re-referred to Natural Resources & Water on 05/07/2014. From Natural Resources & Water: Not heard in Committee on 05/13/2014.</p>
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<p>TRANSPORTATION:</p> <p>HOT LANES</p> <p>SB 1298</p> <p>Author Hernandez, E.</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions SCAG: Support</p>	<p>High Occupancy Toll Lanes</p> <p>Bill Summary Specifies additional requirements for agreements between the Los Angeles County Metropolitan Transportation Authority, the Department of Transportation, and the Department of the California Highway Patrol that identify respective obligations and liability of each party relating to the program. Requires reimbursement of state agencies from toll revenue of the cost incurred in the implementation of the program and maintenance of State highway facilities in connection with the program.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity Introduced on 02/21/2014. To Senate Committee on Transportation & Housing on 03/06/2014. From Transportation & Housing: Do pass (11-0) to Appropriations on 04/29/2014. From Senate: Passed (31-0) to Assembly on 05/27/2014. To Assembly Committee on Transportation on 06/02/2014. Author's amendments, re-referred to Transportation on 06/17/2014. From Transportation: Do pass (12-1) to Appropriations on 06/23/2014.</p>
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Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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WATER BOND	Reliable Water Supply Bond Act of 2014	Status: Pending
SB 1370	Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Reliable Water Supply Bond Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$6,260,000,000 pursuant to the State General Obligation Bond Law to finance surface water storage projects. The bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.	Recent Activity Introduced on 02/21/2014. To Senate Committees on Natural Resources & Water, Environmental Quality, and Governance & Finance on 03/13/2014. Author's amendments, re-referred to Natural Resources & Water on 03/24/2014. From Natural Resources & Water: Heard, remains in Committee on 04/08/2014.
Author Galgiani	Party D	
Location Senate: NRW, EQ, G&F		
Next Hearing		
Positions		
TRANSPORTATION	Vehicle Weight Fees: Transportation Bond Debt Service	Status: Pending
SB 1418	Bill Summary Repeals provisions of existing law which allow for the transfer of weight fees on the registration of commercial motor vehicles from the State Highway Account to reimburse the General Fund for debt service on transportation bonds. Requires of specified percentage of the revenues derived from the increase in motor fuel excise taxes to be deposited in the State Highway Account to be allocated to city and county streets and roads, and another percentage to the State Highway Operation and Protection Program.	Recent Activity Introduced on 02/21/2014. To Senate Committee on Transportation & Housing on 03/13/2014. Author's amendments, re-referred to Transportation & Housing on 03/27/2014. From Transportation & Housing: Do pass (11-0) to Appropriations on 04/29/2014. From Appropriations: To Suspense File on 05/12/2014. From Appropriations: Held in Committee on 05/23/2014.
Author DeSaulnier	Party D	
Location Senate: A		
Next Hearing		
Positions		
TRANSPORTATION	Local Agency Public Construction Act	Status: Passed to ASSEMBLY
SB 1433	Bill Summary Relates to the local agency public construction act. Amends existing law authorizing a transit operator to enter into a design build contract. Relates to transit district municipal operator, included municipal operator, or transit development board, a consolidated agency, or any joint powers authority. Includes a local or regional agency responsible for the construction of transit projects. Eliminates the requirement that the project cost exceed a specified amount. Deletes the repeal date.	Recent Activity Introduced on 02/21/2014. To Senate Committee on Transportation & Housing on 03/13/2014. From Transportation & Housing: Do pass (10-0) to Appropriations on 04/22/2014. From Appropriations: Do pass (6-0) on 05/05/2014. From Senate: Passed (35-0) to Assembly on 05/08/2014. To Assembly Committees on Local Government and Transportation on 05/23/2014. From Local Government: Do pass (8-0) to Transportation on 06/18/2014. From Transportation: Do pass (11-0) to Appropriations on 06/23/2014.
Author Hill	Party D	
Location Assembly: A		
Next Hearing		
Positions OCTA: Support SANBAG: Support		
ENVIRONMENT: CEQA	Environmental Quality: Judicial Review: Standing	Status: Pending
SB 1451	Bill Summary Relates to the California Environmental Quality Act. Requires that the alleged grounds for Act noncompliance shall have been presented to a public agency prior to the close of a public hearing on the project under certain conditions. Limits the standing of a person objecting to the project prior to the close of the hearing before the filing of notice of determination for which no public comment period was provided by the Act. Extends related preclusion provisions.	Recent Activity Introduced on 02/21/2014. To Senate Committee on Rules on 03/13/2014. Author's amendments, re-referred to Rules on 04/21/2014. Re-referred to Environmental Quality and Judiciary on 04/24/2014. From Environmental Quality: Do pass (4-1) to Judiciary on 04/30/2014. From Judiciary: Not heard in Committee on 05/06/2014.
Author Hill	Party D	
Location Senate: J		
Next Hearing		
Positions		

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<p>VOTER THRESHOLD</p> <p>SCA 4</p> <p>Author Liu</p> <p>Location Senate: R</p> <p>Next Hearing</p> <p>Positions Metro: Support OCTA: Oppose</p>	<p>Local Government Transportation Project: Voter Approval</p> <p>Bill Summary Proposes an amendment to the Constitution to provide 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 a related proposition that includes certain requirements. Prohibits the local government from expending any revenues derived from a special transportation tax approved by the voters at any time prior to the completion of a identified capital project funded by specified revenues.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Senate Committees on Governance & Finance and Rules on 02/14/2013. Author's amendments, re-referred to Governance & Finance on 03/19/2013. From Governance & Finance: Be adopted (5-1), to Rules on 05/15/2013. Amended, re-referred to Rules on 05/21/2013. Re-referred to Transportation & Housing on 05/29/2013. From Transportation & Housing: Not heard in committee on 07/09/2013. From Transportation & Housing: Be adopted (7-2), to Rules on 08/27/2013.</p>
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<p>FINANCE</p> <p>SCA 6</p> <p>Author DeSaulnier</p> <p>Location Senate</p> <p>Next Hearing Third Reading File</p> <p>Positions</p>	<p>Initiative Measures: Funding Source</p> <p>Bill Summary Proposes an amendment to the Constitution to prohibit an initiative measure that would result in a net increase in state or local government costs, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/03/2012. To Senate Committee on Elections & Constitutional Amendments on 02/07/2013. From Elections & Constitutional Amendments: Be adopted (3-1) to Appropriations on 03/19/2013. From Appropriations: To Suspense File on 04/08/2013. From Appropriations: Be adopted (5-2) on 05/23/2013.</p>
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<p>VOTER THRESHOLD</p> <p>SCA 8</p> <p>Author Corbett</p> <p>Location Senate: R</p> <p>Next Hearing</p> <p>Positions Metro: Support OCTA: Oppose VCTC: Support</p>	<p>Transportation Projects: Special Taxes: Voter Approval</p> <p>Bill Summary Proposes an amendment to the Constitution to 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 includes certain requirements.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/14/2012. To Senate Committees on Governance & Finance and Rules on 02/14/2013. From Governance & Finance: Be adopted (5-2), to Rules on 05/15/2013. Amended, re-referred to Rules on 05/21/2013. Re-referred to Transportation & Housing on 05/29/2013. From Transportation & Housing: Not heard in committee on 07/09/2013. From Transportation & Housing: Be adopted (7-2), to Rules on 08/27/2013.</p>
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<p>VOTER THRESHOLD</p> <p>SCA 9</p> <p>Author Corbett</p> <p>Location Senate: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Local Government: Economic Development: Special Taxes</p> <p>Bill Summary Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects requires the approval of a specified percentage of its voters voting on the proposition, if the proposition contains specified requirements.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 12/18/2012. To Senate Committees on Governance & Finance and Elections & Constitutional Amendments on 02/07/2013. From Governance & Finance: Be adopted (5-1), to Elections & Constitutional Amendments on 05/15/2013. Amended, re-referred to Elections & Constitutional Amendments on 05/21/2013. From Elections & Constitutional Amendments: Be adopted (3-0) to Rules on 06/18/2013. Re-referred to Appropriations on 06/27/2013.</p>
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Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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LEGISLATIVE PROCEDURE SCA 10 Author Huff Location Senate: R Next Hearing Positions CA League: Support	Legislative Procedure Bill Summary Authorizes a committee to hear or act on a bill if the bill, in the form to be considered by the committee, has been in print and published on the Internet for at least 15 days. Prohibits either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote.	Status: Pending Recent Activity Introduced on 01/22/2013. To Senate Committee on Rules on 01/31/2013.
VOTER THRESHOLD SCA 11 Author Hancock Location Senate: A Next Hearing Positions OCTA: Oppose	Local Government: Special Taxes: Voter Approval Bill Summary Proposes an amendment to the Constitution to condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements.	Status: Pending Recent Activity Introduced on 01/25/2013. To Senate Committees on Governance & Finance and Elections & Constitutional Amendments on 02/07/2013. From Governance & Finance: Be adopted (5-1), to Elections & Constitutional Amendments on 05/15/2013. Amended, re-referred to Elections & Constitutional Amendments on 05/21/2013. From Elections & Constitutional Amendments: Be adopted (3-0) to Rules on 06/18/2013. Re-referred to Appropriations on 06/27/2013.