



July 19, 2017  
NVTA Agenda Item 11.9  
Continued From: New  
Action Requested: **INFORMATION**

---

## NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

---

**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
**REPORT BY:** Kate Miller, Executive Director  
(707) 259-8634 / Email: [kmiller@nvta.ca.gov](mailto:kmiller@nvta.ca.gov)  
**SUBJECT:** Federal and State Legislative Updates and State Bill Matrix

---

### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board receive the monthly Federal and State Legislative updates, and State Bill Matrix.

### **EXECUTIVE SUMMARY**

The Board will receive the Federal Transportation Legislative update (Attachment 1) provided by Van Scoyoc Associates, the State Legislative update (Attachment 2), the State Bill Matrix (Attachment 3).

### **FISCAL IMPACT**

Is there a Fiscal Impact? No

### **SUPPORTING DOCUMENTS**

Attachments: (1) June 30, 2017 Federal Legislative Update (Van Scoyoc Associates)  
(2) July 10, 2017 State Legislative Update (Platinum Advisors)  
(3) July 10, 2017 State Bill Matrix (Platinum Advisors)



TO: Kate Miller, NVTA  
FROM: Steve Palmer, Channon Hanna, and David Haines  
DATE: June 30, 2017  
SUBJECT: Federal Legislative Update

The following is a summary of federal legislative activities related to transportation, housing, and environmental issues over the last month.

### **Congressional Hearings**

***DHS FY 2018 Budget.*** On June 6, the Homeland Security and Governmental Affairs Committee held a hearing to examine the Trump Administration's FY 2018 budget request for the Department of Homeland Security. DHS Secretary John Kelly was the sole witness.

***HUD Nominations.*** On June 6, the Banking, Housing, and Urban Affairs Committee held a hearing to consider Pamela Hughes Patenaude to be Deputy Secretary of Housing and Urban Development.

***Forest Service Budget Request.*** On June 7, the Senate Appropriations' Subcommittee on the Department of the Interior, Environment, and Related Agencies held a hearing to review the FY2018 budget request for the U.S. Forest Service. U.S. Forest Service Chief Tom Tidwell and U.S. Forest Service Acting Director Sheri Elliot were witnesses at the hearing.

***HUD Budget Request.*** On June 7, the Senate Appropriations' Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a hearing to review the FY2018 budget request for the U.S. Department of Housing & Urban Development. HUD Secretary Ben Carson testified at the hearing.

***HUD Budget Request.*** On June 8, the House Appropriations' Subcommittee on Transportation, Housing and Urban Development, and Related Agencies held a hearing to review the FY2018 budget request for the U.S. Department of Housing & Urban Development. HUD Secretary Ben Carson testified at the hearing.

***DOT/NTSB Nominations.*** On June 8, the Commerce, Science and Transportation Committee held a hearing to consider Derek Kan, to be Under Secretary for Policy at DOT; and Robert Sumwalt, to be a Member on the National Transportation Safety Board.

**Brownfields Program Reauthorization and NAAQS Delay.** On June 15, the Energy and Commerce Committee's Subcommittee on the Environment approved a bill to delay the U.S. Environmental Protection Agency's (EPA) 2015 National Air Quality Standards (NAAQS) for Ozone and a bill to reauthorize the EPA's brownfields redevelopment program.

**ICE & CBP FY 2018 Budget Request.** On June 13, the Homeland Security Appropriations Subcommittee held a hearing to examine the FY 2018 budget request for the Immigration and Customs Enforcement (ICE) and the Customs and Border Protection (CBP). Witnesses included Acting ICE Director Thomas Homan, CBP Deputy Executive Assistant Commissioner John Wagner, and Border Patrol Acting Chief Carla Provost.

**DOT FY 2018 Budget Request.** On June 13, the Transportation, Housing and Urban Development Appropriations Subcommittee held a hearing to examine the FY 2018 DOT budget request. Transportation Secretary Elaine Chao testified.

**EPA Nomination.** On June 13, the Environment and Public Works Committee held a hearing to consider the nomination of Susan Bodine to be Assistant Administrator of the Office of Enforcement and Compliance Assurance at U.S. Environmental Protection Agency.

**DHS Authorization.** On June 14, the Homeland Security Committee held a markup of H.R. 2825, the Department of Homeland Security Authorization Act of 2017.

**Self-Driving Vehicles.** On June 14, the Commerce, Science, and Transportation Committee held a hearing to explore automated vehicle technology and hurdles for testing and deployment in the United States. The hearing also examined state and federal roles to ensure safety while promoting innovation and American competitiveness. Witnesses included representatives from the Alliance of Automobile Manufacturers, NVIDIA Corporation, American Center for Mobility, and Mothers Against Drunk Driving.

**DOT FY 2018 Budget Request.** On June 15, the Transportation, Housing and Urban Development Appropriations Subcommittee held a hearing to examine the FY 2018 budget request for the Department of Transportation (DOT). Transportation Secretary Elaine Chao testified.

**EPA Budget Request.** On June 15, the House Appropriations' Subcommittee on the Interior, Environment, and Related Agencies held a hearing to review the FY2018 budget request for the Environmental Protection Agency. EPA Administrator Scott Pruitt and EPA Senior Advisor to the Administrator Holly Greaves testified at the hearing.

**Intercity Passenger Rail Service.** On Thursday, June 22, the Railroads, Pipelines, and Hazardous Materials Subcommittee of the Transportation and Infrastructure Committee

held a hearing exploring intercity passenger rail service. Witnesses included representatives from Federal Railroad Administration (FRA), Amtrak, Gateway Program Development Corporation, Florida Coast Industries, and the California High-Speed Rail Authority.

***EPA Budget Request.*** On June 27, the Senate Appropriations' Subcommittee on the Department of the Interior, Environment, and Related Agencies held a hearing to review the FY2018 budget request for the Environmental Protection Agency. EPA Administrator Scott Pruitt and EPA Senior Advisor to the Administrator Holly Greaves testified at the hearing.

***Self-Driving Vehicle Legislation.*** On Tuesday, June 27, the Digital Commerce and Consumer Protection Subcommittee held a hearing to examine a series of 14 bills related to automated vehicles. Witnesses included representatives from the following: Alliance of Automobile Manufacturers, Global Automakers, U.S. Chamber of Commerce, George Washington University Law School, Self-Driving Coalition for Safer Streets and Partner, and Consumer Union. The Committee expects to markup these bills in July.

***DOT General Counsel Nomination.*** On June 28, the Commerce, Science and Transportation Committee held a hearing on the nomination of Steven Bradbury to be General Counsel at DOT.

***Housing Finance Reform.*** On June 29, the Banking, Housing, and Urban Affairs Committee held a hearing to review the principles of housing finance reform. The following groups were represented by witnesses at the hearing: Mortgage Bankers Association, Housing Policy Council of the Financial Services Roundtable, and the Center for Responsible Lending.

***Transportation Nominations.*** On June 29, the Commerce, Science, and Transportation Committee approved by voice vote several transportation nominations, some of which included:

- Derek Kan to be Under Secretary of Transportation for Policy, DOT
- Robert Sumwalt to be Member of the National Transportation Safety Board (NTSB). On Thursday, President Trump also nominated Mr. Sumwalt to be the next NTSB Chairman, which will require a separate vote by the Senate.

## **Executive Branch**

***Infrastructure Week.*** During the week of June 5, President Trump issued a number of announcements related to his self-described “Infrastructure Week,” including:

- Announced that over ten years, \$100 billion to let states and local entities prioritize their own infrastructure needs, \$25 billion to grants for rural infrastructure projects, and \$15 billion to incentivize “transformative” projects.
- Outlined a “skill-based” workforce education initiative, with the goal of training one million “apprentices” over two years.

- Created two new entities in the Executive Office of the President to help infrastructure project managers navigate the federal regulatory processes. The first would create a new online dashboard enabling people to track the federal approval process. The second would be a new office in the Council of Environmental Quality that coordinate federal efforts and work with agencies to remove inefficiencies.

**Transportation Asset Plan Guidance.** On June 5, the Federal Highway Administration (FHWA) posted a notice seeking comments on two draft documents: (1) Transportation Asset Management Plan Development Processes Certification and Recertification Guidance, and (2) Transportation Asset Management Plan Consistency Determination Guidance. These documents provide implementation guidance on provisions of MAP-21 and the Asset Management Final Rule, which requires a State DOTs to develop and implement risk-based asset management plans.

**System Safety Program.** On June 7, FRA published a final rule requiring commuter and intercity passenger railroads to develop and implement a system safety program (SSP) to improve the safety of their operations. The FRA had earlier stayed the SSP final rule's requirements.

**Transportation Infrastructure; Review of Policy, Guidance, and Regulation.** On June 8, DOT published a Notice and Request for Input on DOT policy statements, guidance documents, and regulations that might be obstacles to transportation infrastructure projects. As part of this review, DOT invited stakeholders to identify requirements that DOT imposes and that should be removed or revised.

**EPA Nominations Request.** The Environmental Protection Agency (EPA) announced a public request for nominations of scientific experts from a diverse range of disciplines to be considered for appointment to the Clean Air Scientific Advisory Committee, the EPA Science Advisory Board, and six Science Advisory Board committees. Nominations are due July 27, 2017.

**FASTLANE Renamed INFRA.** On June 28, DOT announced that the program known as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE) grant awards program that was authorized in the FAST Act is being renamed the Infrastructure for Rebuilding America (INFRA) grant program. The new program has also been updated to place an emphasis on projects that leverage non-federal funding, including funding from the private sector, and projects that use innovative approaches to permitting and project delivery.

DOT has posted a new notice of funding opportunity (NOFO) for FY 2017 and FY 2018, a total of \$1.5 billion of funding available, using its newly issued criteria. DOT has said that they plan to award \$79 million to small projects (those projects that are between \$5 million - \$25 million) under the old FASTLANE criteria, but that larger projects will have to re-apply using the new INFRA criteria. Applications are due by October 26, 2017.

***Small Communities Advisory Subcommittee Meeting on Environmental Impacts.***

On June 29, the Small Communities Advisory Subcommittee (SCAS) met via teleconference to discuss recommendations regarding environmental issues affecting small communities, specifically agricultural issues and recommendations on revising the definition of "Waters of the U.S." under the Clean Water Act, as well as other environmental issues effecting small communities.

###



July 10, 2017

TO: Kate Miller, Executive Director  
Napa Valley Transportation Authority

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

---

**Cap & Trade:** The California Supreme Court declined to hear the appeal of the appellate court decision that upheld the legality of the state's cap & trade program. The California Chamber of Commerce and others challenged the cap & trade program as an illegal tax because it was enacted without a 2/3 vote of the legislature. While this will help stabilize the auction program, which has seen volatile swings in the amount of revenue generated, it does not resolve the need to reauthorize or extend the existing auction program beyond 2020 with a 2/3 vote.

Proposition 26 was approved by the voters in November 2010, which requires any fee or tax, with limited exception, be imposed by the legislature with a 2/3 vote. Proposition 26 did apply to the cap & trade authority contained in AB 32 because it was enacted prior to January 1, 2010. However, the requirements of Proposition 26 would apply to state laws that extend the cap & trade authority of AB 32 beyond 2020.

The 2017-18 budget did not contain the Governor's requested agreement to extend the cap & trade program with a 2/3 vote, and it did not appropriate any cap & trade auction revenue beyond covering staff costs. The auction revenue allocated to transit programs is "continuously appropriated" and thus not subject to the budget act. Negotiations on extending the auction program continue, however, with guarded expectations that an agreement can be reached and approved before they adjourn for their summer recess.

**SB 1 Implementation Workshops:** The California Transportation Commission (CTC) held a two-day session to kick-off the guideline development process. This initial meeting allowed the Commission to outline their role and to gather comments on issues that should be addressed during the workshop process. The CTC has filled the summer with numerous workshops. A list of the scheduled workshops can be found at:

[http://www.catc.ca.gov/programs/SB\\_1/SB\\_1\\_Programs\\_Implementation\\_Schedule\\_070617.pdf](http://www.catc.ca.gov/programs/SB_1/SB_1_Programs_Implementation_Schedule_070617.pdf)

Last week the CTC held the first workshop for the Congested Corridors program, which will focus investments in multimodal improvements along the state most congested corridors. While SB 1 includes examples of congested corridor plans, such as the Highway 101/SMART corridor and the Route 91/Metrolink corridor, the main issue for discussion at these workshops is how the guidelines will define a congested corridor. It should not be limited to freeway/ rail corridors, but could also include investments in bus transit service and other improvements along state highways that parallel freeways, and in the Bay Area transit improvements within the bridge corridors.

In addition the California State Transportation Authority (CalSTA) has scheduled workshops to update the guidelines for transit funding programs. This includes updating the Transit and Intercity Rail Program guidelines, the Low Carbon and Transit Operations Program, and the SB 1 funds allocated through the State Transit Assistance (STA) program for “state of good repair” projects. The state of good repair funds are primarily for capital investments, but these funds can be used for transit service that “complements repairs and improvements to the local transportation infrastructure. Exactly what this means will be determined during the guideline development process. To receive these funds operators will be required to submit requests to Caltrans explaining how the funds will be used.

The first hearings on all of these transit programs were held earlier this week. CalSTA is expected to release draft guidelines in July as well as hold additional workshops. As with the workshop held in Sacramento on Tuesday, future workshops are expected to be webcast, or at least accessible by phone.

**Budget:** The Budget bill and numerous trailer bills were approved and sent to the Governor with several hours to spare on June 15<sup>th</sup>. Earlier this week Governor Brown signed the budget bill and most of the trailer bill. However, there remain a handful of trailer bills still pending and should be on his desk by the end of next week.

Once again Governor Brown declined to use of his line item veto authority when enacting the 2017-18 budget. The 2017-18 Budget includes \$125.1 billion in General Fund spending, and \$9.9 billion in total reserves – \$1.4 billion in the regular reserve and \$8.5 billion in the Rainy Day Fund. The following highlights the content of transportation funds in the budget bill and relevant trailer bills.

**Transportation:** The Governor’s May Revise for transportation funding focused on implementing SB 1 programs. The approved budget includes \$2.8 billion for the various transportation funding programs enacted by SB 1.

- State Transit Assistance (STA) – STA allocations are increased by \$305 million, for a total 2017-18 STA allocation of \$674 million. This amount includes the SB 1 increase of \$280 million, \$294 million in base STA formula allocations, and \$75 million in cap & trade auction revenue for the Low Carbon Transit Operations Program (LCTOP), and a lingering \$25 million in Prop 1B funds that remains available for transit operators.



- Active Transportation Program (ATP): \$100 million will be available for ATP project in 2017-18.
- Transit & Intercity Rail Capital Program (TIRCP): An additional \$330 million is available for this program in 2017-18, which includes \$85 million loan repayment funds. This would be in addition to the anticipated \$150 million in cap & trade auction revenue.
- Intercity & Commuter Rail Program: \$25 million will be allocated by CalSTA to intercity and commuter rail operators in 2017-18.
- Local Partnership Program: \$200 million for the Local Partnership Program, which would be used to match local transportation sales tax revenue, and voter approved developer fees.
- Congested Corridors Program: \$250 million is appropriated to the Congested Corridors Program.
- Trade Corridor Enhancement Program: \$200 million for projects improving major trade corridors will be available in 2017-18.
- Local Streets & Roads Funds: \$445 million in new SB 1 revenue is expected to be allocated to cities and counties for local street and road maintenance projects.

Cap & Trade – The Budget does not contain the Administration’s proposed extension of the Cap & Trade program. The budget only appropriates cap & trade money sufficient to fund support staff costs. Negotiations are ongoing to reach a deal on reauthorizing the cap & trade program with a 2/3 vote before the legislature adjourns for its summer break.

**Budget Trailer Bills:**

**AB 119 General Government.** This bill contains primarily noncontroversial changes related to general government operations; however, there is one section AB 119 that has sparked some debate. Section 2 would create a new process requiring state and local entities to negotiate with union representatives on when, where, and how unions may access new employee orientations. Specifically, the public employer must give the union not less than 10 days’ notice in advance of the orientation. The structure, time, and manner of the union’s access is determined through mutual agreement of the parties. If parties do not reach agreement within a specified time following the initial request to bargain or after the first meeting of the parties, either party may demand compulsory interest arbitration. The decision of the arbitrator is final and binding on the parties. Additionally, the parties split costs of arbitration.

**AB 115 Transportation:** AB 115 is one of two transportation related trailer bills. This bill has been approved and signed into law. AB 115 contained the non-controversial trailer bill proposals released by the Governor as part of the May Revise. This bill includes the SB 1 Clean-up changes, which primary adds language to various sections clarifying the amount of revenue that will be allocated to programs in the 2017-18 fiscal year. This clarification is needed to address the fact that the fuel tax revenue will only be collected for 8 months of the fiscal year. The changes also allow the Controller to

adjust the amounts allocated in order to “true-up” the allocations during the final months of the fiscal year.

In addition, AB 115 contains the project acceleration provisions. These provisions expand the use of construction manager/general contractor and design-build methods of project delivery. However, the expansion of this authority primarily focuses on the delivery of the projects in Riverside County that were funded in SB 132, which was one of the deal maker bills. This bill also allows for Active Transportation Program projects to be advanced through the use of the letter-of-no-prejudice process. There are several other changes related to the Highway Patrol operations, and the assessment of property originally acquired for the 710 freeway project.

**AB 118 Transportation:** This transportation trailer was approved by the Assembly this week and is now pending in the Senate. AB 118 includes language to implement the Advanced Mitigation Program, and language to implement the Trade Corridor Enhancement Account.

The Trade Corridor Enhancement Account language generally recasts the existing Trade Corridors Improvement Fund that was created as part of Prop 1B. This renamed account is where 10 cents of the diesel excise tax revenue in SB 1 is deposited, and the federal FAST Act funds are also deposited into this account. The language directs the CTC to develop guidelines that incorporate the following provisions:

- 60% of the funds shall be available for projects nominated by regional transportation agencies and other public agencies. The CTC shall provide reasonable geographic corridor based targets.
- 40% of the funds shall be available for projects nominated by Caltrans in consultation with regional transportation agencies.
- Funds shall not be allocated to a project that includes the purchase of fully automated cargo handling equipment.
- CTC shall prioritize projects jointly nominated by Caltrans and regional or other public agencies.
- The CTC shall consider economic benefits of projects that improve trade corridor mobility and safety while also improving emissions, and in particular reducing negative impacts to disadvantaged communities.
- The CTC may give priority for funding to projects with a higher level of local or other funding commitments.



July 10, 2017

**Existing Positions**

| Bills  | Subject  | Status                         | Client - Position |
|--|--|--------------------------------|-------------------|
| <p><b><u>AB 1</u></b><br/> <b>(Frazier D)</b><br/>           Transportation funding.</p>   | <p>AB 1 is Assemblyman Frazier's renewed effort to address the funding shortfall facing our transportation infrastructure. This bill would generate about \$6.6 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.</p>                          | <p>ASSEMBLY TRANS</p>          | <p>SUPPORT</p>    |
| <p><b><u>AB 17</u></b><br/> <b>(Holden D)</b><br/>           Transit Pass Program: free or reduced-fare transit passes.</p>                          | <p>AB 17 would create the Student Transit Pass Pilot Program to be administered by the Caltrans. As amended by the Assembly Appropriations Committee, the bill now appropriates \$20 million from the Public Transportation Account for this program. The amendments also make it a one-time pilot program that directs Caltrans to develop guidelines and competitively award the funds</p> | <p>SENATE TRANS</p>            | <p>Watch</p>      |
| <p><b><u>AB 28</u></b><br/> <b>(Frazier D)</b><br/>           Department of Transportation: environmental review process: federal pilot program.</p> | <p>AB 28 would re-enact provisions that sunset on December 31<sup>st</sup> 2016 that delegate the responsibility to Caltrans for complete NEPA review of transportation projects. While this same provision is also in AB 1 and SB 1, AB 28 is an urgency measure that can be moved ahead of any transportation funding agreement.</p>   | <p>Signed Into Law Chapter</p> | <p>SUPPORT</p>    |
| <p><b><u>AB 317</u></b><br/> <b>(Aguiar-Curry D)</b><br/>           Napa County; farmworker housing</p>  | <p>AB 317 would make the Napa County Farmworker Housing Centers eligible to receive state funds. Specifically, the bill would establish the Napa County Farmworker Centers Account to be administered by the Department of Housing and Community Development to assist in the financing, maintenance, and operation of the Napa County Housing Authority's Farmworker Centers</p>            | <p>SENATE APPR</p>             | <p>SUPPORT</p>    |

|   |   |                            |                |
|---|---|----------------------------|----------------|
| <p><b><u>AB 399</u></b><br/><b>(Grayson D)</b><br/>Autonomous vehicles:<br/>Contra Costa Transportation Authority: pilot project.</p> | <p>Last year legislation was enacted to authorize the Contra Costa Transportation Authority to conduct a pilot project testing the use of autonomous vehicles on streets that are open to the public, but located within a private business park.</p> <p>AB 399 extends the sunset date on the authority for the pilot project to operate according to existing law, prior to the requirement to then comply with regulations being developed by the DMV. Currently, this pilot program must comply with the DMV regulations within 180 days of the operative date of the regulations. AB 399 extends this “phase-in” period to 12 months.</p>  | <p>ASSEMBLY 2<br/>YEAR</p> | <p>SUPPORT</p> |
| <p><b><u>AB 1113</u></b><br/><b>(Bloom D)</b><br/>State Transit Assistance program</p>  | <p>AB 1113 has been approved by both houses and is currently pending in enrollment before being sent to the Governor’s desk.</p> <p>This bill is sponsored by the California Transit Association (CTA). This bill is intended to implement corrections to the State Controller’s new interpretation of how State Transit Assistance (STA) funds are allocated.</p> <p>The bill makes several clarifying changes that clean-up the structure of these codes, and in particular specifies that only public transit operators are eligible to receive STA funds directly. It also specifies that when reporting to the Controller an operator’s reportable revenue cannot exceed its expenses for purposes of the STA calculation.</p> | <p>ENROLLMENT</p>          | <p>SUPPORT</p> |
| <p><b><u>AB 1444</u></b><br/><b>(Baker R)</b><br/>Livermore Amador Valley Transit Authority: demonstration project.</p>               | <p>This measure would authorize the Livermore Amador Valley Transit Authority to conduct a demonstration program within the City of Dublin to test the use of autonomous vehicles on public streets.</p>  | <p>SENATE APPR</p>         | <p>SUPPORT</p> |

|  |   |                                   |  |
|--|---|-----------------------------------|--|
| <p><b><u>AB 1454</u></b><br/><b>(Bloom D)</b><br/>Transportation projects: lease agreements.</p>   | <p>AB 1454 is now a two-year bill that will not be acted on until the legislature returns in January.</p> <p>This bill was amended to remove the language that deletes the sunset date on the authority for Caltrans and regional transportation agencies to enter into public private partnerships. As amended, the bill merely states that it is the intent of the Legislature to reestablish the public-private partnership process.</p>   | <p>ASSEMBLY<br/>TWO-YEAR BILL</p> | <p>SUPPORT</p>                               |
| <p><b><u>ACA 4</u></b><br/><b>(Aguiar-Curry D)</b><br/>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>ACA 4 would generally lower the voter threshold to 55% for imposing the following taxes or issuing debt:</p> <ul style="list-style-type: none"> <li>• Creates an additional exception to the 1% limit that would authorize a city or county, to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing.</li> <li>• Authorizes a local government to impose, extend, or increase a special tax for the purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing.</li> </ul> | <p>ASSEMBLY L.<br/>GOV</p>        | <p>SUPPORT</p>                               |
| <p><b><u>SB 1</u></b><br/><b>(Beall D)</b><br/>Transportation funding.</p>   | <p>SB 1 contains the Governor's and Leadership's transportation funding proposal. This bill would generate about \$5.2 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.</p>  | <p>Signed Into Law</p>            | <p>SUPPORT</p>                               |
| <p><b><u>SB 2</u></b><br/><b>(Atkins D)</b><br/>Building Homes and Jobs Act.</p>   | <p>This bill establishes the Building Homes and Jobs Act (Act) and imposes a \$75 fee on real estate transaction documents, excluding commercial and residential real estate sales, to provide funding for affordable housing. While SB 2 calls for 50% of the funds to be allocated to directly to local governments, the bill does not</p>  | <p>ASSEMBLY<br/>DESK</p>          | <p>SUPPORT &amp;<br/>SEEK<br/>AMENDMENTS</p> |

|  |   |                             |  |
|--|---|-----------------------------|--|
| <p><b><u>SB 2</u></b><br/> <b>(<u>Atkins D</u>)</b><br/> Building<br/> Homes and<br/> Jobs Act.<br/> <i>(cont.)</i></p>          | <p>guarantee that local governments will receive funds. The bill should be amended to provide a return to source for some of these funds.</p>   |                             |  |
| <p><b><u>SB 240</u></b><br/> <b>(<u>Dodd D</u>)</b><br/> County service areas:<br/> farmworker housing:<br/> County of Napa.</p> | <p>SB 240 is currently pending on the Governor's desk. The Governor has until July 24<sup>th</sup> to take action on this bill.</p> <p>This bill would increase the limit on the amount of the annual benefit assessment that the Napa County Board of Supervisors may levy from \$10 to \$15 per planted vineyard acre for the purpose of funding farmworker housing centers.</p>  | <p>GOVERNOR'S<br/> DESK</p> | <p>SUPPORT</p>                                 |
| <p><b><u>SB 595</u></b><br/> <b>(<u>Beall D</u>)</b><br/> Metropolitan Transportation Commission:<br/> toll bridge revenues.</p> | <p>SB 595 is the vehicle that would place Regional Measure 3 on the ballot in the Bay Area.</p> <p>SB 595 currently does not specify an expenditure plan, but recent amendments would allow for a toll increase of up to \$3. In addition, language was added to dedicate an unspecified percentage of the revenue for transit operations. The transit operations provisions call for performance requirements that are consistent with the performance requirements contained in RM 2.</p> | <p>ASSEMBLY<br/> TRANS</p>  | <p>Recommended<br/> Position:<br/> SUPPORT</p> |
| <p><b><u>SB 496</u></b><br/> <b>(<u>Cannella R</u>)</b><br/> Indemnity:<br/> design professionals.</p>                           | <p>SB 496 eliminates the ability of a public agency to contract with engineers and architects, known as design professionals, for upfront legal defense costs against claims related to a project's design work.</p> <p>SB 496 is part of the agreement Senator Cannella reached with leadership for his support of SB 1. Another measure that appropriates \$500 million in transportation funds to projects in his district is joined to the passage of SB 496.</p>                       | <p>Signed Into Law</p>      | <p>WATCH</p>                                   |

|  |   |   |                |
|--|---|---|----------------|
| <p><b><u>SCA 2</u></b><br/> <b>(Newman D)</b><br/> Motor vehicle fees and taxes: restriction on expenditures.</p>    | <p>With the passage of ACA 5, SCA 2 was placed on the Inactive File.</p> <p>SCA 2 and ACA 5 are identical and would prospectively prohibit the use of truck weight fees to pay for transportation bonds approved after January 1, 2017. The bill would also expand the protections for Public Transportation Account revenues to also include the 1.75% increase to the diesel fuel sales tax that was enacted as part of the gas tax swap. The ban on borrowing fees and taxes would also apply to any vehicle fees or taxes dedicated to transportation accounts.</p> | <p>SENATE<br/> INACTIVE FILE</p>        | <p>SUPPORT</p> |
| <p><b><u>SCA 6</u></b><br/> <b>(Wiener D)</b><br/> Local transportation measures: special taxes: voter approval.</p> | <p>SCA 6 would allow a local government to impose any special tax with a 55% approval of the voters if the special tax dedicates 100% of the revenues, not including collection and administrative expenses, to transportation programs and projects.</p>   | <p>SENATE APPR –<br/> SUSPENSE FILE</p> | <p>SUPPORT</p> |