

South Bay Cities Council of Governments

May 23, 2019

TO: SBCCOG Board of Directors

FROM: SBCCOG Steering Committee

RE: Bills to Monitor and for Action – **Status as of May 23, 2019**

Adherence to Strategic Plan:

Advocate for the interests of the South Bay

ECONOMIC DEVELOPMENT

AB 245 (Muratsuchi)	California Aerospace and Aviation Commission: Would establish, within the Governor's Office of Business and Economic Development, the California Aerospace and Aviation Commission consisting of 17 members, as specified, to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California. Would require the commission to make recommendations on legislative and administrative action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and would authorize the commission to engage in various other activities in undertaking its mission and responsibilities, as specified.	SUPPORT (3/28/19) (Ltr to Asm Job, Econ Dev. & Econ Comm 4/1/19)	5/23/19 Assembly 3rd Reading
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ENVIRONMENT

AB 740 (Burke)	Climate Change Catastrophe Compensation Fund. Would establish the Climate Change Catastrophe Compensation Fund to ensure that victims of wildfires caused by climate change are compensated in a timely manner, to provide reimbursements to insurers for a portion of those wildfire losses, and to avoid lengthy legal proceedings. Would specify that the funding sources for the fund include the Greenhouse Gas Reduction Fund and the State Budget process. Would authorize an insurer, an insured who becomes underinsured due to construction demand surge, and a local government to seek reimbursement from the fund.	MONITOR	5/23/19 Assembly 3rd Reading
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FINANCE

<p>SB 5 (Beall)</p>	<p>AMENDED 5/21/19 Affordable Housing and Community Development Investment Program. would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. Would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. Would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program.</p>	<p>SUPPORT (3/28/19) (Ltr to Sen Housing Comm 4/1/19) LCC supports</p>	<p>5/23/19 Senate Third Reading</p>
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HOUSING & HOMELESSNESS

<p>AB 36 (Bloom)</p>	<p>Residential tenancies: rent control. Would modify provisions of the Costa-Hawkins Rental Housing Act to authorize an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that has been issued its first certificate of occupancy within 20 years of the date upon which the owner seeks to establish the initial or subsequent rental rate, or for a dwelling or unit that is alienable separate from the title to any other dwelling unit or is a subdivided interest in a subdivision and the owner is a natural person who owns 10 or fewer residential units within the same jurisdiction as the dwelling or unit for which the owner seeks to establish the initial or subsequent rental rate, subject to certain exceptions.</p>	<p>MONITOR</p>	<p>4/25/19 Assembly Rules Committee</p>
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<p>AB 68 (Ting)</p>	<p>Land use: accessory dwelling units. Expands ministerial approval of ADUs to include multiple ADUs in existing multifamily dwellings, multiple detached ADUs on the same lot as a multifamily dwelling and an ADU and a JADU on one lot, under specified conditions. Requires local agencies to ministerially approve a building permit for certain ADUs and JADUs in 60 days (instead of 120 days) from the time of receipt of the completed application. Provides that a local ADU ordinance cannot impose lot coverage standards or require minimum lot size or certain setbacks, and cannot require off-street parking to be replaced when existing parking like a garage, carport or covered parking structure is demolished for the construction or conversion of an ADU. Authorizes the Department of Housing and Community Development (HCD) to submit written findings to a local agency regarding whether the local ordinance complies with state law and requires the local agency, within 30 days, to respond by either amending its ordinance or adopting a resolution with findings explaining the reason the ordinance complies, and allows HCD to notify the attorney general (AG) that the local agency is in violation.</p>	<p>RECOMMEND OPPOSE</p>	<p>5/22/19 Senate Desk</p>
<p>AB 302 (Berman)</p>	<p>Parking: homeless students. Would require a community college campus that has parking facilities on campus to grant overnight access to those facilities, on or before July 1, 2020, to any homeless student who is enrolled in coursework, has paid any enrollment fees that have not been waived, and is in good standing with the community college, for the purpose of sleeping in the student's vehicle overnight. Would require the governing board of the community college district to determine a plan of action to implement this requirement, as specified.</p>	<p>MONITOR</p>	<p>5/23/19 Assembly 3rd Reading</p>
<p>AB 881 (Bloom)</p>	<p>Accessory dwelling units. Limits the criteria by which a local agency can determine where ADUs may be permitted to the adequacy of water and sewer services and the impact of ADUs on traffic flow and public safety. Requires local agencies to ministerially approve ADUs on lots with multi-family residences and within existing garages. Removes, until January 1, 2025, the authority for local agencies to require that applicants for ADUs be owner occupants and removes the ability for cities to require owner occupancy for either the primary or the accessory dwelling unit. Specifies that, in measuring one-half mile from public transit for purposes of applying parking requirements, it is measured in</p>	<p>RECOMMEND OPPOSE</p> <p>LCC Opposes unless amended</p>	<p>5/22/19 Senate Housing Committee</p>

	walking distance. Adds a definition of "public transit" to mean a bus stop, bus line, light rail, street car, car share drop off or pick up, or heavy rail stop. Adds a definition of "accessory structure" to mean a structure that is accessory and incidental to a dwelling located on the same lot.		
SB 6 (Beall)	Residential development: available land. Would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. Would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet web. Would require for any housing element adopted on or after January 1, 2021, that an electronic copy of the inventory of land suitable for residential development be submitted to the Department of Housing and Community Development.	MONITOR	5/20/19 Assembly Desk
SB 127 (Wiener)	Transportation funding: active transportation: complete streets. Would require Caltrans, commencing with the 2022 State Highway Operation and Protection Program, when undertaking any capital improvement project on a state highway or a local street crossing a state highway that is funded through the SHOPP to include new pedestrian and bicycle facilities, or improve existing facilities, as part of the project. Would establish a Division of Active Transportation within Caltrans to oversee the existing Active Transportation Program and require that an undersecretary of the Transportation Agency be assigned to it.	OPPOSE (2/11/19) (ltr to Sen Housing Comm 2/20/19)	5/23/19 Senate 3rd Reading
SB 330 (Skinner)	Housing Crisis Act of 2019. The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. The act specifies that one way to satisfy that requirement is to make findings that the housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as	OPPOSE (3/28/19) (Ltr to Sen G & F Comm 4/9/19)	5/23/19 Senate 3rd Reading

	<p>it existed on the date the application was deemed complete. The act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete. Until January 1, 2030, would specify that an application is deemed complete for these purposes if a complete initial application was submitted, as described.</p>		
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PUBLIC SAFETY

<p>AB 1190 (Irwin)</p>	<p>Unmanned aircraft: state and local regulation: limitations. Would, among other things, prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. Would also authorize a state or local agency to adopt regulations to enforce FAA regulations regarding the operation of unmanned aircraft systems and would authorize state and local agencies to regulate the operation of unmanned aircraft and unmanned aircraft systems within their jurisdictions, as specified. Would also authorize a state or local agency to require an unmanned aircraft operator to provide proof of federal, state, or local registration to licensing or enforcement officials. Would authorize a local entity to designate a recreational operating area for unmanned aircraft operation. Would immunize a local entity that designates such a recreational are from liability for injury or damage associated with unmanned aircraft operation, if specified signage is posted.</p>	<p>MONITOR LCC supports</p>	<p>5/23/19 Assembly 3rd Reading</p>
<p>AB 1356 (Ting)</p>	<p>AMENDED 5/16/19. Cannabis: local jurisdictions: retail commercial cannabis activity. If more than 50% of the electorate of a local jurisdiction voted in favor of AUMA, The Control, Regulate and Tax Adult Use of Marijuana Act, would require a local jurisdiction to issue a minimum number of local licenses authorizing specified retail cannabis commercial activity</p>	<p>OPPOSE 4/25/19 (Ltr to Asm Bus & Prof Comm for hearing</p>	<p>5/23/19 Assembly 3rd Reading</p>

	<p>within that jurisdiction that would be permitted by a retailer license issued under MAUCRSA, The Medicinal and Adult-Use Cannabis Regulation and Safety Act . Would require the minimum number of those local licenses required to be issued in that jurisdiction to be 1/6 of the number of currently active on-sale general licenses for alcoholic beverage sales in that jurisdiction, as specified, unless the minimum number would result in a ratio greater than one local license for retail cannabis commercial activity for every 15,000 residents of the local jurisdiction, in which case the bill would require the minimum number to be determined by dividing the number of residents in the local jurisdiction by 15,000 and rounding down to the nearest whole number. Would authorize a local jurisdiction to impose a fee on licensees to cover the regulatory costs of issuing those local licenses. Would exempt a local jurisdiction that, on or after January 1, 2017, and until January 1, 2020, submitted to the electorate of the local jurisdiction a specified local ordinance or resolution relating to retail cannabis commercial activity that received a specified vote of the electorate.</p>	<p>authorized by SBCCOG officers)</p>	
<p>AB 1530 (Cooley)</p>	<p>Unauthorized cannabis activity reduction grants: local jurisdiction restrictions on cannabis delivery. Would require the Board of State and Community Corrections to create and administer a program of grants to be made on a competitive basis to cities, counties, and joint powers authorities to establish or expand an enforcement program against unauthorized cannabis activity, as defined, and provide consumer education about the difference between licensed or legal cannabis activity and unlicensed or illegal cannabis activity. Would require the board to create an evaluation design for unauthorized cannabis activity reduction grants that assesses the effectiveness of the grant programs in reducing cannabis-related crime and increasing public knowledge of cannabis regulation and, commencing January 1, 2022, and annually thereafter until January 1, 2025, to submit a report to the Legislature based on the evaluation design. Would authorize the board to use up to 2.5% of the money appropriated for this program for administration of the grant program and the development of the evaluation component.</p>	<p>RECOMMEND SUPPORT LCC supports</p>	<p>Assembly Business & Professions Committee 4/9/19 failed passage, reconsideration granted</p>

TRANSPORTATION

<p>AB 1112 (Friedman)</p>	<p>Motorized scooters: local regulation. (1) Would authorize a local authority to regulate motorized scooters by, among other things, assessing limited penalties for moving or parking violations involving the use of motorized scooters. Would prohibit a local authority from subjecting the riders of shared scooters to requirements more restrictive than those applicable to riders of privately owned motorized scooters or bicycles. Would authorize a local authority to regulate scooter share operators by, among other things, requiring a scooter share operator to pay fees that do not exceed the reasonable cost to the local authority of regulating the scooter share operator. Would prohibit a local authority from imposing any unduly restrictive requirements on a scooter share operator. Would authorize a local authority to require a scooter share operator to provide to the local authority trip data for all trips starting or ending within the jurisdiction of the local authority and would prohibit disclosure of the information pursuant to public records requests received by the local authority. Would include findings that uniformity in certain aspects of local regulation of motorized scooters and commercial scooter share programs and operators proposed by this bill addresses a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities and counties, including charter cities and counties. (2) Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. This bill would make legislative findings to that effect.</p>	<p>MONITOR</p>	<p>5/22/19 Senate Desk</p>
<p>AB 1286 (Muratsuchi)</p>	<p>Shared mobility devices: agreements. Would require a shared mobility service provider, as defined, to enter into an agreement with the city or county with jurisdiction over the area of use that requires the provider to maintain a specified amount of commercial general liability insurance and prohibits the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. Would define shared mobility device to mean an electrically motorized board, motorized skateboard, electric bicycle, bicycle, or other similar person</p>	<p>MONITOR LCC sponsor</p>	<p>5/20/19 Senate Desk</p>

	transportation device. Would require a city or county that authorizes a shared mobility device provider to operate within its jurisdiction on or after January 1, 2020, to adopt operation, parking, maintenance, and safety rules regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. Would require a city or county that authorized a provider to operate within its jurisdiction before January 1, 2020, and continues to provide that authorization to adopt those operation, parking, maintenance, and safety rules by January 1, 2021.		
SB 400 (Umberg)	Reduction of greenhouse gases emissions: mobility options. Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Existing law defines specified terms, including mobility options, which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that mobility options also include bike sharing and electric bicycles.	MONITOR	5/20/19 Assembly Desk

FEDERAL

HR 530 (Eshoo)	Accelerating Wireless Broadband Deployment by Empowering Local Communities Act of 2019. Overturns the FCC's September order preempting local authority over small cell wireless infrastructure on January 14, the day the order took effect. Would not preclude future FCC or congressional preemption of cities on wireless infrastructure, but it would halt the FCC's harmful preemption order, which ignored the input of hundreds of local governments. The bill also complements ongoing efforts to overturn the FCC order in federal courts, and the investigation by congressional leaders into alleged attempts by the FCC to thwart that litigation.	SUPPORT & REQUEST CO- SPONSORS (2/11/19) Endorsed by NLC, NATOA, NAC	1/31/19 House Energy & Commerce Committee - Subcommittee on Communications & Technology
HR 1507 (Blumenauer)	The Bicycle Commuter Act of 2019. Official summary in progress. Would allow cyclists to deduct more than \$50 per month and write off bike-share memberships.	MONITOR	3/5/19 House Ways and Means Committee

STATE LEGISLATIVE CALENDAR

- Last day for fiscal committees to meet prior to June 3
- May 28-31 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees
- May 31 Last day for each house to pass bills introduced in that house
- June 3 Committee meetings may resume
- June 15 Budget Bill must be passed by midnight
- July 10 Last day for policy committees to hear and report fiscal bills to fiscal committees
- July 12 Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment
- Aug. 12 Legislature reconvenes from Summer Recess
- Aug. 30 Last day for fiscal committees to meet and report bills
- Sept. 3-13 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees
- Sept. 6 Last day to amend bills on the floor
- Sept. 13 Last day for any bill to be passed. Interim Recess begins upon adjournment

NEW LAWS

AB 147 (Burke D) Use taxes: collection: retailer engaged in business in this state: marketplace facilitators. SBCCOG supported

2 YEAR BILLS

AB 148 (Quirk-Silva) Regional transportation plans: sustainable communities strategies. – SBCCOG monitored

Would require each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified

AB 326 (Muratsuchi) Vehicles: motorized carrying devices. – SBCCOG monitored

Would define a motorized carrying device and authorize the use of a motorized carrying device, in accordance with specified rules, on sidewalks and crosswalks.

AB 470 (Limón) California Green Business Program. – SBCCOG monitored

Would establish the California Green Business Program within the California Environmental Protection Agency and require it to develop baseline, beyond compliance, sector-specific environmental standards, as defined, for green business certification programs operated by local governments or their designees.

AB 659 (Mullin) Transportation: emerging transportation technologies - SBCCOG monitored but support recommended

Creates a competitive grant program—the California Smart City Challenge Grant Program—by which local governments compete for funding to adopt and implement emerging transportation technologies that achieve a number of specified transportation, economic and environmental goals.

AB 1672 (Bloom) Solid waste: flushable products – SBCCOG monitored but support recommended

Would require nonflushable products to be labeled clearly and conspicuously to communicate that they should not be flushed, as specified. Would establish enforcement provisions

SB 50 (Wiener) Planning and zoning: housing development: incentives – SBCCOG opposed

Would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit as well as numerous other by right requirements.

SB 732 (Allen) Transactions and use tax: South Coast Air Quality Management District - SBCCOG monitored

Would authorize the south coast district board to impose a transactions and use tax within their boundaries.