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California State Senate

TRANSPORTATION AND HOUSING



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AGENDA

Tuesday, July 3, 2018
1:30 p.m. -- John L. Burton Hearing Room (4203)

MEASURES HEARD IN FILE ORDER

- | | | | |
|-----|---------|--------------|--|
| 1. | AB 327 | Gipson | South Coast Air Quality Management District: fleets. |
| 2. | AB 1792 | Frazier | Affordable housing authorities: infrastructure. |
| 3. | AB 2035 | Mullin | Affordable housing authorities. |
| 4. | AB 2544 | Lackey | Parking penalties.(Urgency) |
| 5. | AB 2913 | Wood | Building standards: building permits: expiration. |
| 6. | ACR 67 | Aguiar-Curry | Veterans' Memorial Highway. |
| 7. | ACR 103 | Cunningham | Matthew "SLOStringer" Frank Memorial Highway. |
| 8. | ACR 110 | Gloria | City of San Diego's Naval Training Station. |
| 9. | ACR 135 | Limón | Ventura County Fire Engineer Ryan Osler Memorial Highway. |
| 10. | ACR 142 | Mathis | Colonel Charles Young Memorial Highway. |
| 11. | ACR 149 | Choi | Officer and Medal of Valor Recipient Waldron G. Karp Memorial Highway. |
| 12. | ACR 154 | Voepel | Border Patrol Agent Jarod Charles Dittman Memorial Highway. |
| 13. | ACR 169 | Mathis | Deputy Sheriff Scott Ballantyne and Sheriff's Pilot James Chavez Memorial Highway. |
| 14. | ACR 173 | Gloria | Little Saigon Cultural and Commercial District. |
| 15. | ACR 179 | Flora | Stanislaus County Deputy Sheriff Robert "Bob" Paris, Jr., Memorial Highway. |
| 16. | ACR 181 | Flora | Deputy Sheriff Dennis Wallace Memorial Highway. |
| 17. | ACR 184 | Bigelow | Vietnam Veterans Memorial Highway. |
| 18. | ACR 202 | Dahle | Robert "Bob" Thompson Memorial Highway. |
| 19. | ACR 205 | Waldron | CAL FIRE Firefighter Cory Iverson Memorial Highway. |
| 20. | ACR 212 | Kiley | Deputy Sheriff Robert "Bobby" French Memorial Highway. |
| 21. | ACR 214 | Gipson | Los Angeles County Sheriff's Deputy Didier M. Hurdle Memorial Highway. |
| 22. | ACR 220 | Mathis | Private First Class Keith M. Williams Memorial Overpass. |
| 23. | ACR 224 | Gray | Joe Cox Memorial Highway. |
| 24. | ACR 230 | Reyes | Medal of Honor Memorial Highway. |
| 25. | ACR 236 | Rodriguez | Pomona Police Officer Gregory Casillas Memorial Highway. |

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: AB 327

Hearing Date: 7/3/2018

Author: Gipson

Version: 6/4/2018

Urgency: No

Fiscal: No

Consultant: Randy Chinn

SUBJECT: South Coast Air Quality Management District: fleets

DIGEST: This bill authorizes the South Coast Air Quality Management District (SCAQMD) to require public agencies to replace existing vehicles with vehicles which are the cleanest commercially available, as specified.

ANALYSIS:

Existing law:

- 1) Establishes the Air Resources Board (ARB) as the air pollution control agency in California and requires the ARB, among other things, to control emissions from a wide array of mobile sources and implement the Federal Clean Air Act.
- 1) Establishes the SCAQMD with the responsibility to, among other things, control stationary sources of air pollution in the South Coast Air Basin, including parts of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.
- 2) Allows SCAQMD to adopt regulations that:
 - a) Require operators of public and commercial fleet vehicles, consisting of 15 or more vehicles under a single owner or lessee and operating substantially within the SCAQMD jurisdiction, ***when adding vehicles to or replacing vehicles in an existing fleet or purchasing vehicles to form a new fleet***, to purchase vehicles which are capable of ***operating on methanol or other equivalently clean burning alternative fuel*** and to require that these vehicles be operated, to the maximum extent feasible, on the alternative fuel when operating within the SCAQMD jurisdiction.
 - i) Exempts from regulation emergency vehicles operated by local law enforcement agencies, fire departments, or paramedic and rescue

vehicles until the SCAQMD board finds and determines that the alternative fuel is available at sufficient locations so that the emergency response capabilities of those vehicles is not impaired.

- ii) Specifies that “commercial fleet vehicles” is not limited to vehicles that are operated for hire, compensation, or profit.
- b) Encourage and facilitate ridesharing for commuter trips into, out of, and within the SCAQMD.
- c) Prohibit or restrict the operation of heavy-duty trucks during hours of heaviest commuter traffic on freeways and other high traffic volume highways.

This bill:

1) Defines:

- a) “Cleanest commercially available vehicle” as a vehicle operated with a fuel or technology that substantially reduces emissions of oxides of nitrogen and is technically feasible, as defined by SCAQMD.
- b) “Commercial fleet vehicle,” as not limited to a vehicle that is operated for hire, compensation, or profit, and is limited to a vehicle that is under contract or exclusive franchise to a state, regional, or local agency, as specified.
- c) “Medium-duty vehicle” as a vehicle with a gross vehicle weight rating of more than 6,000 pounds and less than 14,000 pounds.

2) Allows SCAQMD to adopt rules and regulations that require operators of public and commercial fleet vehicles, consisting of 15 or more vehicles under a single owner or lessee and operating substantially in the SCAQMD to purchase the *cleanest commercially available vehicles* that will meet the operator’s operational needs and *require the replacement of no more than 15 percent of existing vehicles per calendar year* with due consideration given to a vehicle’s useful life.

- a) Specifies that SCAQMD may require that these vehicles be operated, to the maximum extent feasible, within the SCAQMD’s jurisdictional area.

- b) Exempts from regulation emergency vehicles operated by local law enforcement agencies or fire departments or to paramedic and rescue vehicles until the SCAQMD board finds and determines that the cleanest commercially available vehicles will not impair the emergency response capabilities of those vehicles.

COMMENTS

- 1) *Author's Statement.* Los Angeles County has the most polluted cities in the country. A report issued by the American Lung Association said Los Angeles remained the city with the worst ozone pollution, and ranked fourth in terms of year-round particle contamination. This bill seeks to support SCAQMD in its effort to improve air quality and comply with ozone and particulate matter standards established by the EPA. This bill would provide SCAQMD with legislative authority to initiate local rules to require the accelerated purchase and use of the cleanest commercially available near-zero and zero emission vehicles that meet operational needs for public fleets within SCAQMD. Such rules would only apply to fleets with 15 or more vehicles including public fleets, which are owned and operated by local cities and counties, and commercial fleets under contract with the state and locals for specific services such as solid waste collection, sweeping services, and passenger bus transportation.
- 2) *SCAQMD.* The SCAQMD has the authority to regulate air emissions from stationary sources and certain mobile sources located in the South Coast Air Basin, an air basin which has particularly poor air. The SCAQMD is governed by a 13 member board: 10 are local elected officials, with the Governor, Speaker and Senate Rules Committee each appointing one of the remaining three board members. SCAQMD is the air pollution control agency for the 16.8 million people — about half the population of California — who live in the non-desert regions of Los Angeles and Los Angeles County, as well as Orange, San Bernardino, and Riverside Counties.

This bill eliminates an out-of-date provision authorizing SCAQMD to require the purchase of methanol vehicles when a fleet operator is adding or replacing vehicles. That provision is deleted and replaced by new, more expansive, authority allowing SCAQMD to require specified fleet operators to annually replace up to 15% of existing vehicles with the cleanest commercial available vehicles. The authority provided in this bill applies only to public fleets and private fleets leased to a state, regional or local agency. Purely private fleets are excluded.

- 3) *Tough Job.* The SCAQMD has the difficult, but necessary, job of cleaning the air in the greater Los Angeles area, one of the dirtiest air regions in the state. As residents can attest, much progress has been made. Further progress, while necessary and desirable, will be costly. The SCAQMD's task is balancing the cost of the regulation against the air quality benefits. Under this bill, SCAQMD may only require the purchase of vehicles that meet the operational needs of the fleet operator. And no rule can impact emergency vehicles operated by law enforcement agencies until the SCAQMD finds that the cleanest commercially available vehicles will not impair the emergency response.
- 4) *Ongoing ARB Proceeding.* The ARB has been considering how to transition public bus fleets to zero emission technology since May 2015. Several workgroups were formed and numerous workgroup meetings were held. Several proposed regulations have been issued and discussed; the most recent meeting was held earlier this month to discuss revisions to the latest proposed regulations. The ARB Board is expected to consider a final regulation later this year.
- 5) *Answer in the Form of a Question.* Because this bill was a gut and amend on June 4, interested parties have only recently become engaged. Transit agencies are opposed to the bill because of concerns about the overlapping and, potentially, contradictory regulations by the ARB. They seek relief from this double jeopardy.

Municipal utilities are opposed because they are concerned that the SCAQMD will not recognize the operational requirements of electric and water utilities, particularly with respect to their importance in providing emergency services. They seek additional assurance that SCAQMD will recognize and consider their operational requirements, as the bill provides for emergency vehicles. Sanitation Districts seek the same.

- 6) *Who Pays?* While there are grant programs available which can help offset some of the potential costs of the bill, much of those costs will be shouldered by the regulated agencies. This could take the form of higher fares and rates, service diminution, or greater efficiencies. One source of new revenue for transit agencies comes from the Road Repair and Accountability Act of 2017 (SB 1, Beall; Chapter 5 of 2017). But that revenue was intended to improve transit service, not upgrade the environmental performance of existing transit fleets.

- 7) *What's the Rush?* Given the imminent decision by the ARB on transit vehicles, it is unclear why this bill is needed now. A similar bill was heard and defeated last year and a new bill dealing with this subject matter was not introduced this year. This bill was not amended to deal with this subject until earlier this month. Other organizations have only recently become aware of this bill and are considering whether to take a position. While the air quality in Los Angeles must be improved, is this bill necessary for those improvements to be made on a timely basis?
- 8) *Recent Events.* This bill was heard by the Environmental Quality Committee on June 20, 2018 and passed 5-2. In that hearing commitments were made to work with the opposition. Efforts have been made, but the fruits of that labor are not yet apparent.

RELATED LEGISLATION:

AB 302 (Gibson, 2018) — Authorized SCAQMD to adopt regulations governing the purchase and use of public and commercial fleet vehicles in the South Coast air basin. *This bill failed in the Assembly Transportation Committee.*

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

Assembly votes: Not relevant

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

South Coast Air Quality Management District (sponsor)
California Air Pollution Control Officers Association
Coalition for Clean Air

OPPOSITION:

California Transit Association
California Association of Sanitation Agencies
California Municipal Utilities Association
Orange County Transportation Association
Southern California Public Power Association

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No:	AB 1792	Hearing Date:	7/3/2018
Author:	Frazier		
Version:	6/21/2018		
Urgency:	No	Fiscal:	No
Consultant:	Erin Riches		

SUBJECT: Affordable housing authorities: infrastructure

DIGEST: This bill authorizes an affordable housing authority (AHA) to finance infrastructure for water, sewer, or other public infrastructure necessary to support the development of affordable housing.

ANALYSIS:

Existing law:

- 1) Authorizes a locality to create an AHA to provide low- and moderate-income housing and affordable workforce housing, defined as housing affordable to households with incomes at or below 120% of area median income (AMI).
- 2) Prohibits a school entity from participating in the AHA and prohibits a successor agency from participating in, or receiving funding from, an AHA.
- 3) Requires the governing board to include at least three members of the city council or board of supervisors, appointed by the council or board. If an AHA is created jointly by a city and county, the board must include at least three members of the city council and at least three members of the county board of supervisors. Every AHA board must include at least one public member who lives or works within the boundaries of the city or county that created the AHA.
- 4) Requires the AHA to create a Low and Moderate Income Housing Fund (L&M Fund) and to adopt an affordable housing investment plan (Plan) that may include provision for the receipt of property tax increment funds generated within the area, provision for the receipt of any tax revenues allocated to the AHA, or both. Tax revenues allocated to the AHA may include revenues from local sales and use taxes (SUT), or transaction and use taxes (TUT), provided the use of those revenues by the AHA is consistent with the purposes for which the tax was imposed.

- 5) Requires the Plan to include the following:
 - a) A statement of principal goals and objectives.
 - b) An affordable housing program describing how the AHA will fulfill its objective and whether duties and activities will be assigned to a city or county housing department or public housing authority.
 - c) The estimated amount to be deposited in the L&M Fund during each of the next five years.
 - d) The estimated number of new, rehabilitated, or price-restricted residential units to be assisted during each of the five years, as well as estimated L&M Fund expenditures during each of the five years.
 - e) A description of how the program will implement the requirements for L&M Fund expenditures over a 10-year period at various income levels.
 - f) The estimated number of units to be developed by the AHA for very-low, low-, and moderate-income households during the next five years.
 - g) A feasible method or plan for relocating families and individuals temporarily or permanently displaced from housing facilities in the area.
- 6) Authorizes a locality that receives ad valorem property taxes from property located within an AHA area to direct its share of property tax increment funds within the area covered by the Plan, to the AHA.
- 7) Authorizes a locality, prior to adoption of the Plan, to adopt a resolution allocating tax revenues to the AHA, including revenues from local SUT or TUT, provided the use of those taxes by the AHA is consistent with the purposes for which the tax was imposed and the boundaries of the AHA are coterminous with the locality that established the AHA.
- 8) Authorizes an AHA to do the following:
 - a) Provide low-income, moderate-income, and affordable workforce housing.
 - b) Remedy or remove hazardous substances.
 - c) Provide for seismic retrofits of existing buildings.
 - d) Acquire and transfer real property.
 - e) Issue bonds.
 - f) Borrow money, receive grants, or accept financial or other assistance or investment from the state or federal government, or any other public agency or private lending institution, for any project within its area of operation.
 - g) Receive funds allocated to it.
 - h) Adopt an affordable housing plan.

- i) Make loans or grants for owners or tenants to improve, rehabilitate, or retrofit buildings or structures within the plan area.
 - j) Construct foundations, platforms, or other like structural forms necessary for the provision or utilization of air rights sites for buildings to be used for purposes of providing affordable housing.
- 9) Requires an AHA to prepare a relocation plan for families or individuals temporarily or permanently displaced as a result of AHA actions.
- 10) Authorizes an AHA to:
- a) Purchase, lease, or otherwise acquire real property.
 - b) Accept surplus property owned by a public entity or property owned by a private entity.
 - c) Sell, lease, grant, or donate property owned or acquired by the AHA in a plan area to a housing authority or to any public agency for public housing projects.
 - d) Offer for resale property acquired by an AHA for rehabilitation and resale within one year after completion of rehabilitation.

This bill authorizes an AHA to finance infrastructure for water, sewer, or other public infrastructure necessary to support the development of affordable housing.

COMMENTS

- 1) *Purpose.* The author states that the dissolution of redevelopment took away a key instrument for developing housing in our cities and counties throughout California. Since then, the Legislature has worked hard to reinstitute some of the tools that were lost. One such tool gave local agencies the ability to establish AHAs to use some tax increment to finance affordable housing for households up to 120% AMI. However, any new housing is only as good as the infrastructure hooked up to it. This bill will give AHAs the ability to finance infrastructure projects around housing developments.
- 2) *Redevelopment.* Until 2011, the Community Redevelopment Law allowed local officials to set up redevelopment agencies (RDAs) and finance redevelopment activities. Citing a significant General Fund deficit, Governor Brown's 2011-12 budget proposed eliminating RDAs and returning billions of dollars of property tax revenues to schools, cities, and counties to fund core services. AB X1 26 (Blumenfeld, Chapter 5, Statutes of 2011, First Extraordinary Session) dissolved all RDAs. RDAs used property tax revenues generated by growth in the assessed value of properties in a project area — commonly known as tax

increment revenues — to finance redevelopment activities. The dissolution of RDAs deprived many local governments of a primary tool to eliminate physical and economic blight, finance new construction, improve public infrastructure, rehabilitate existing buildings, and increase the supply of affordable housing.

- 3) *The aftermath.* Since the demise of redevelopment, the Legislature has enacted or revised a number of different mechanisms to finance economic development, including:
- a) *Infrastructure Finance Districts (IFDs).* Cities and counties can create IFDs and issue bonds to pay for community public works such as highways, transit, water systems, sewer projects, flood control, child care facilities, libraries, parks, and solid waste facilities. IFDs can divert property tax increment revenues to repay the bonds but cannot divert property tax increment revenues from schools.
 - b) *Enhanced Infrastructure Finance Districts (EIFDs).* SB 628 (Beall, 2014) allows local officials to create EIFDs, which augment the tax increment financing powers available to local government under the IFD statutes. City or county officials can create an EIFD, which is governed by a public finance authority, to finance public capital facilities or other projects that provide significant benefits to the district or surrounding community. Like an RDA, an EIFD may issue bonds backed by sales taxes and use taxes, and transactions and use taxes; unlike RDAs, EIFDs require a 55% voter approval to do so.
 - c) *Community Revitalization and Investment Authorities (CRIAs).* AB 2 (Alejo, Chapter 319, 2015) authorizes local governments, excluding schools, to collect property tax increment and issue debt. A CRIA may invest in disadvantaged communities with a high crime rate, high unemployment, deteriorated and inadequate infrastructure, or commercial and residential buildings. The area where the CRIA could invest must also have an annual median household income below 80% of the statewide annual median income. Like redevelopment, AB 2 allows CRIAs to freeze property taxes at the time the plan for revitalizing the area is approved. The CRIA collects all tax increment generated after that point to use on specified activities. Unlike RDAs, AB 2 specifies that the taxing entities in the area must agree to divert tax increment to the CRIA. No portion of local schools' share of tax increment may go to the CRIA.
 - d) *Neighborhood Infill Finance and Transit Improvement Districts (NIFTIs).* AB 1568 (Bloom, Chapter 562, 2017) allows for NIFTIs to be formed within

EIFDs. NIFTIs finance infrastructure and affordable housing using increases in local SUT and TUT. NIFTI districts must be located in qualified infill locations and 20% of the revenue must be spent on affordable housing.

- 4) *What's different about AHAs?* AB 1598 (Mullin, 2017) created yet another economic development tool for local agencies. AHAs are dedicated to funding the development of affordable housing in areas that currently do not qualify under CRIA law. AB 1598 authorizes AHAs to capture SUT and TUT to be used for its purposes provided those purposes are consistent with the purposes in which the tax was proposed.
- 5) *And another.* AB 2035 (Mullin), which will also be heard by this committee today, is a technical cleanup bill to last year's bill creating the AHA statute.
- 6) *Double referral.* This bill passed out of the Governance and Finance Committee on June 20th on a 7-0 vote.

Assembly Votes:

Floor: 55-23
H&CD: 6-1

RELATED LEGISLATION:

SB 961 (Allen, 2018) — allows certain enhanced infrastructure financing districts (EIFDs) to issue debt for affordable housing near transit without voter approval. *This bill is scheduled to be heard in the Assembly Housing Committee on June 27th.*

AB 2035 (Mullin, 2018) — makes a number of administrative and technical changes to AHA law. *This bill is also being heard in this committee today.*

AB 1598 (Mullin, Chapter 764, Statutes of 2017) — authorized a city or county to create an affordable housing authority to fund affordable housing similar to a Community Revitalization and Investment Authority (CRIA).

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

League of California Cities

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: AB 2035 **Hearing Date:** 7/3/2018
Author: Mullin
Version: 5/16/2018
Urgency: No **Fiscal:** No
Consultant: Erin Riches

SUBJECT: Affordable housing authorities

DIGEST: This bill makes a number of administrative and technical changes to Affordable Housing Authority (AHA) law.

ANALYSIS:

Existing law:

- 1) Authorizes a locality to create an AHA to provide low- and moderate-income housing and affordable workforce housing, defined as housing affordable to households with incomes at or below 120% of area median income (AMI).
- 2) Prohibits a school entity from participating in the AHA and prohibits a successor agency from participating in, or receiving funding from, an AHA.
- 3) Requires the governing board to include at least three members of the city council or board of supervisors, appointed by the council or board. If an AHA is created jointly by a city and county, the board must include at least three members of the city council and at least three members of the county board of supervisors. Every AHA board must include at least one public member who lives or works within the boundaries of the city or county that created the AHA.
- 4) Requires the AHA to create a Low and Moderate Income Housing Fund (L&M Fund) and to adopt an affordable housing investment plan (Plan) that may include provision for the receipt of property tax increment funds generated within the area, provision for the receipt of any tax revenues allocated to the AHA, or both. Tax revenues allocated to the AHA may include revenues from local sales and use taxes (SUT), or transaction and use taxes (TUT), provided the use of those revenues by the AHA is consistent with the purposes for which the tax was imposed.

- 5) Requires the Plan to include the following:
 - a) A statement of principal goals and objectives.
 - b) An affordable housing program describing how the AHA will fulfill its objective and whether duties and activities will be assigned to a city or county housing department or public housing authority.
 - c) The estimated amount to be deposited in the L&M Fund during each of the next five years.
 - d) The estimated number of new, rehabilitated, or price-restricted residential units to be assisted during each of the five years, as well as estimated L&M Fund expenditures during each of the five years.
 - e) A description of how the program will implement the requirements for L&M Fund expenditures over a 10-year period at various income levels.
 - f) The estimated number of units to be developed by the AHA for very-low, low-, and moderate-income households during the next five years.
 - g) A feasible method or plan for relocating families and individuals temporarily or permanently displaced from housing facilities in the area.
- 6) Authorizes a locality that receives ad valorem property taxes from property located within an AHA area to direct its share of property tax increment funds within the area covered by the Plan, to the AHA.
- 7) Authorizes a locality, prior to adoption of the Plan, to adopt a resolution allocating tax revenues to the AHA, including revenues from local SUT or TUT, provided the use of those taxes by the AHA is consistent with the purposes for which the tax was imposed and the boundaries of the AHA are coterminous with the locality that established the AHA.
- 8) Authorizes an AHA to do the following:
 - a) Provide low-income, moderate-income, and affordable workforce housing.
 - b) Remedy or remove hazardous substances.
 - c) Provide for seismic retrofits of existing buildings.
 - d) Acquire and transfer real property.
 - e) Issue bonds.
 - f) Borrow money, receive grants, or accept financial or other assistance or investment from the state or federal government, or any other public agency or private lending institution, for any project within its area of operation.
 - g) Receive funds allocated to it.
 - h) Adopt an affordable housing plan.
 - i) Make loans or grants for owners or tenants to improve, rehabilitate, or retrofit buildings or structures within the plan area.

- j) Construct foundations, platforms, or other like structural forms necessary for the provision or utilization of air rights sites for buildings to be used for purposes of providing affordable housing.
- 9) Requires an AHA to prepare a relocation plan for families or individuals temporarily or permanently displaced as a result of AHA actions.
- 10) Authorizes an AHA to:
 - a) Purchase, lease, or otherwise acquire real property.
 - b) Accept surplus property owned by a public entity or property owned by a private entity.
 - c) Sell, lease, grant, or donate property owned or acquired by the AHA in a plan area to a housing authority or to any public agency for public housing projects.
 - d) Offer for resale property acquired by an AHA for rehabilitation and resale within one year after completion of rehabilitation.

This bill makes a number of administrative and technical changes to AHA law, including:

- 1) Revises and adds several definitions, including changing “affordable workforce housing” to “affordable housing.”
- 2) Revises the requirements for an AHA created jointly by a city and county (e.g., San Francisco) by requiring the mayor to appoint the same number of members as are appointed by the legislative body of the city and county, and prohibiting the legislative body from reviewing the mayor’s appointments.
- 3) Requires the AHA to hold in a separate fund any property tax increment from a taxing entity that has allocated its share of property tax increment to the AHA.
- 4) Requires the provision for receipt of property tax increment to take effect in the property tax year beginning after the December 1st immediately following the adoption of the resolution. Requires the resolution to be provided to the county auditor-controller no later than the December 1st immediately following adoption.
- 5) Revises requirements relating to a taxing entity repealing a resolution adopted to allocate property tax increment, to specify that the repealed resolution shall not be in effect the following fiscal year; requiring notice to the auditor-

controller at least 90 days prior to the end of the fiscal year; and specifying how the annual amount of a taxing entity's share will be determined.

- 6) Requires that when loans, advances, indebtedness, and interest of an AHA, if any, have been paid, or the maximum amount of years has passed in accordance with a resolution, all tax revenues received thereafter shall be paid in the funds of the respective taxing agencies as taxes on all other property are paid.
- 7) Requires all the taxes levied and collected upon the taxable property in the AHA boundaries to be paid into the funds of the respective taxing agencies as though the AHA had not been created unless the total assessed valuation of the taxable property in the AHA boundaries exceeds its total assessed value, as shown by the last equalized roll.
- 8) Specifies that a resolution allowing allocation of SUT or TUT may be repealed, except that tax revenues allocated to the AHA that have been pledged to repaying debt issued by the AHA shall continue to be allocated until the debt has been fully repaid, including by means of refinancing or refunding, unless otherwise agreed to by the AHA and the taxing entity.
- 9) Requires the county auditor-controller, prior to distributing property tax increment to the AHA, to deduct any administrative costs incurred by the county.
- 10) Provides that this bill shall not be construed to alter in any way the manner in which ad valorem property tax revenues and other specified revenue streams are allocated or calculated.
- 11) Revises requirements for the issuance of bonds for the AHA.
- 12) Revises audit requirements from every five years to annually, commencing in the calendar year in which the AHA has allocated a cumulative total of more than \$1 million in property tax revenues, and other revenues, as specified, including any proceeds of a debt issuance.
- 13) Requires any action or proceeding to challenge the creation of an AHA, the adoption of a plan, the allocation of tax revenues, or issuance of bonds by the AHA, to be commenced within 30 days after the enactment of the resolution authorizing the action. Requires those actions to be brought pursuant to specified sections of law. Allows an AHA in specified circumstances to bring an action in the county superior court to determine the validity of the bonds, warrants, contracts, obligations, or evidences of indebtedness, as specified.

COMMENTS

- 1) *Purpose.* The author states his AB 1598 last year authorized cities and counties to create AHAs to fund activities related to the promotion and development of affordable housing through local tax increment financing, without raising taxes. Since the passage of AB 1598, various stakeholders, including local government, bond counsel, and housing developers, have raised technical cleanup issues. This bill clarifies AHA law to ensure that tax increment financing for affordable housing can be implemented.
- 2) *Redevelopment.* Until 2011, the Community Redevelopment Law allowed local officials to set up redevelopment agencies (RDAs) and finance redevelopment activities. Citing a significant General Fund deficit, Governor Brown's 2011-12 budget proposed eliminating RDAs and returning billions of dollars of property tax revenues to schools, cities, and counties to fund core services. AB X1 26 (Blumenfield, Chapter 5, Statutes of 2011, First Extraordinary Session) dissolved all RDAs. RDAs used property tax revenues generated by growth in the assessed value of properties in a project area — commonly known as tax increment revenues — to finance redevelopment activities. The dissolution of RDAs deprived many local governments of a primary tool to eliminate physical and economic blight, finance new construction, improve public infrastructure, rehabilitate existing buildings, and increase the supply of affordable housing.
- 3) *The aftermath.* Since the demise of redevelopment, the Legislature has enacted or revised a number of different mechanisms to finance economic development, including:
 - a) *Infrastructure Finance Districts (IFDs).* Cities and counties can create IFDs and issue bonds to pay for community public works such as highways, transit, water systems, sewer projects, flood control, child care facilities, libraries, parks, and solid waste facilities. IFDs can divert property tax increment revenues to repay the bonds but cannot divert property tax increment revenues from schools.
 - b) *Enhanced Infrastructure Finance Districts (EIFDs).* SB 628 (Beall, 2014) allows local officials to create EIFDs, which augment the tax increment financing powers available to local government under the IFD statutes. City or county officials can create an EIFD, which is governed by a public finance authority, to finance public capital facilities or other projects that provide significant benefits to the district or surrounding community. Like an RDA, an EIFD may issue bonds backed by sales taxes and use taxes, and

transactions and use taxes; unlike RDAs, EIFDs require a 55% voter approval to do so.

- c) *Community Revitalization and Investment Authorities (CRIAs)*. AB 2 (Alejo, Chapter 319, 2015) authorizes local governments, excluding schools, to collect property tax increment and issue debt. A CRIA may invest in disadvantaged communities with a high crime rate, high unemployment, deteriorated and inadequate infrastructure, or commercial and residential buildings. The area where the CRIA could invest must also have an annual median household income below 80% of the statewide annual median income. Like redevelopment, AB 2 allows CRIAs to freeze property taxes at the time the plan for revitalizing the area is approved. The CRIA collects all tax increment generated after that point to use on specified activities. Unlike RDAs, AB 2 specifies that the taxing entities in the area must agree to divert tax increment to the CRIA. No portion of local schools' share of tax increment may go to the CRIA.
- d) *Neighborhood Infill Finance and Transit Improvement Districts (NIFTIs)*. AB 1568 (Bloom, Chapter 562, 2017) allows for NIFTIs to be formed within EIFDs. NIFTIs finance infrastructure and affordable housing using increases in local SUT and TUT. NIFTI districts must be located in qualified infill locations and 20% of the revenue must be spent on affordable housing.
- 4) *What's different about AHAs?* AB 1598 (Mullin, 2017) created yet another economic development tool for local agencies. AHAs are dedicated to funding the development of affordable housing in areas that currently do not qualify under CRIA law. AB 1598 authorizes AHAs to capture SUT and TUT to be used for its purposes provided those purposes are consistent with the purposes in which the tax was proposed.
- 5) *And another.* AB 1792 (Frazier), which will also be heard by this committee today, allows an AHA to provide for water, sewer, or other public infrastructure necessary to support the development of affordable housing.
- 6) *Double referral.* This bill passed out of the Governance and Finance Committee on June 20th on a 5-0 vote.

Assembly Votes:

Floor: 54-23
Approps: 13-2
H&CD: 6-1
Loc Gov: 6-3

RELATED LEGISLATION:

SB 961 (Allen, 2018) — allows certain enhanced infrastructure financing districts (EIFDs) to issue debt for affordable housing near transit without voter approval. *This bill is scheduled to be heard in the Assembly Housing Committee on June 27th.*

AB 1792 (Frazier, 2018) — allows an AHA to finance infrastructure for water, sewer, or other public infrastructure necessary to support the development of affordable housing. *This bill will also be heard by this committee today.*

AB 1598 (Mullin, Chapter 764, Statutes of 2017) — authorized a city or county to create an affordable housing authority to fund affordable housing similar to a Community Revitalization and Investment Authority (CRIA).

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

California Apartment Association
League of California Cities
Habitat for Humanity California
Non-Profit Housing Association of Northern California

OPPOSITION:

Howard Jarvis Taxpayers Association

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SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: AB 2544

Hearing Date: 7/3/2018

Author: Lackey

Version: 5/31/2018

Urgency: Yes

Fiscal: Yes

Consultant: Jeffery Song

SUBJECT: Parking penalties

DIGEST: This bill requires processing agencies, starting on July 1, 2018, to provide a payment plan option and waiver of late fees to indigent persons prior to sending an itemization of unpaid parking penalties to the Department of Motor Vehicles (DMV), regardless of the date on which the ticket was issued.

ANALYSIS:

Existing law:

- 1) Defines a processing agency as the contracting party responsible for the processing of the notices of parking violations and notices of delinquent parking violations.
- 2) Authorizes a processing agency, after completing specified collection efforts, to file an itemized list of unpaid parking penalties and fees with the DMV, so that the DMV can collect the unpaid fines when the owner registers or renews the vehicle's registration.
- 3) Prohibits a processing agency, starting on July 1, 2018, to collect on unpaid parking penalties for tickets by filing an itemization of unpaid parking penalties and service fees with DMV for collection with the registration of a vehicle, unless the agency provides a payment plan option for indigent people, as defined, that:
 - a) Allows unpaid parking fines to be paid off in monthly installments of no more than \$25 for total amounts due that are \$300 or less, in a period within 18 months. No prepayment penalty for paying off the balance prior to the payment period may be assessed.

- b) Waives all late fees and penalty assessments, exclusive of any state surcharges, as defined, if an indigent person enrolls in the payment plan. Waived late fees and penalty assessments may be reinstated if the person falls out of compliance with the payment plan.
 - c) Limits the processing fee to participate in a payment plan to \$5 or less for indigent persons and \$25 or less for all other persons. The processing fee may be added to the payment plan amount at the discretion of the payee.
 - d) Allows the application for indigency determination for a period of 60 calendar days from the issuance of a notice of parking violation, or 10 days after the administrative hearing determination, whichever is later.
- 4) Requires a processing agency to allow a registered owner or lessee who falls out of compliance with a payment plan a one-time extension of 45 calendar days from the date the plan becomes delinquent to resume payments before the processing agency files an itemization of unpaid parking penalties and service fees with DMV.
 - 5) Requires a processing agency to include on the notice of parking violation and its public website information regarding its payment plan option, and a Web page link and telephone number to more specified information.
 - 6) Defines “indigent” for the purposes of this section to mean anyone who either:
 - a) Has a monthly income of 125% or less than the federal poverty level.
 - b) Receives public benefits from any of the following public assistance programs: Supplemental Security Income (SSI), California Work Opportunity and Responsibility to Kids Act (CalWORKs), Supplemental Nutrition Assistance Program (SNAP), Medi-Cal, or In-Home Supportive Services (IHSS).
 - 7) Allows a person to demonstrate that he or she is indigent by providing proof of income from a pay stub or other form of proof of earnings, or proof of receipt of benefits, including, but not limited to, an electronic benefits transfer card.

This bill:

- 1) Specifies that the processing agency, beginning July 1, 2018, shall not file an itemization to collect on unpaid parking penalties, regardless of the date on

which the ticket was issued, unless they provide a payment plan option for indigent persons.

- 2) Allows for application for indigency determination for a parking penalty issued before July 1, 2018. After July 1, 2018, allows for application for indigency determination for a period of 60 calendar days from the issuance of a notice of parking violation, or 10 days after the administrative hearing determination, whichever is later.

COMMENTS

- 1) *Purpose.* The author states that this bill is a clean-up measure to last year's AB 503, to ensure that all persons with unpaid parking tickets have the incentive and method to resolve their tickets through this payment plan so that they can keep their vehicle registration current.
- 2) *Spiraling Debt.* The cost of being late or being unable to pay a parking ticket on time can easily spiral out of control for an indigent person. An unpaid parking ticket can accrue multiple cycles of late fees. Local agencies are authorized to file unpaid tickets with the DMV, which can require payment in full for unpaid parking tickets when the vehicle owner renews their vehicle registration. However, if someone were unable to pay their parking tickets, then they are unlikely to be able to pay their vehicle registration, which means additional late fees and additional fines for driving an unregistered vehicle. Last year, the Legislature passed and the Governor signed AB 503 (Lackey), to break this cycle of debt and require agencies to provide indigent people a payment plan for unpaid parking tickets that also waives late fees, prior to asking DMV to collect their unpaid parking debt, starting on July 1, 2018.
- 3) *Last Year's Bill.* Local agencies across the state have been developing payment plans, as specified in AB 503, or aligning their current payment plans with the provisions in AB 503 to be operational by July 1, 2018. Under AB 503, local agencies are required to notify people on the parking ticket and on their public websites about the availability of the payment plan option for indigent people. Indigent people who receive a parking ticket have 60 days upon issuance of the ticket to apply to the agency for indigency determination. Anyone with a monthly income of 125% or less than the federal poverty level, or anyone who receives public benefits from a number of programs, including SSI, CalWORKs, and Medi-Cal are considered indigent. Upon this determination, an indigent person can get on a payment plan and have the opportunity to pay off the ticket (if the total amount due is less than \$300) in a maximum of \$25 monthly payments, have late fees and penalties waived, and avoid having their

vehicle registration held. This approach provides a balance between recognizing that fines still need to exist to enforce parking laws, while providing a reasonable payment plan for those who cannot afford to pay parking tickets all at once.

- 4) *Disagreement about Retroactivity.* There has been disagreement about what tickets are covered under this law. Many local agencies across the state have been preparing all year to implement AB 503 with the understanding that the program would apply to tickets issued starting on July 1, 2018. However, the author and sponsor state that all existing tickets should also be eligible for the payment plan starting on July 1. This bill clarifies that intent, and prohibits agencies from filing any ticket with the DMV regardless of its issuance date, unless a payment plan is offered for indigent persons with those tickets.
- 5) *Issues with Retroactivity.* It is unclear how local agencies would work out the retroactivity, as written in the bill. Local agencies currently have hundreds of thousands of unpaid parking tickets that are in various stages of the processing lifecycle, including those that are currently filed with the DMV, and need to be collected. Local agencies are concerned that, in order to comply with the bill, they would have to notify all existing tickets and withdraw any tickets currently with the DMV, since the tickets haven't been offered the payment plan. This would cause significant administrative costs.

Current law provides a defined process that agencies have to follow, in order to file tickets issued after July 1, 2018 with the DMV, such as providing notification on the tickets about the payment plan, and a timeframe for indigent people to apply for the payment plan. However, it is unclear as to what agencies would have to do for existing tickets, especially those that are currently under DMV hold, in order to comply with the bill. In order to achieve the goal of expanding the eligibility of the payment plan to existing parking tickets while minimizing implementation issues for local agencies, **the author may wish to consider** amending the bill to specify that indigent people with tickets issued prior to July 1, 2018, can get on a payment plan, as specified in AB 503 including waiving of late fees and penalties, if available, upon request.

- 6) *Exacerbating Costs.* This bill extends the eligibility of payment plans, including waiving late fees and penalties, to tickets issued before July 1, 2018, for indigent persons. The author and sponsor argue that waiving late fees and penalties is necessary to help low-income drivers to be able to pay off their parking tickets in reasonable monthly amounts and get their vehicles registered. Local agencies are concerned that they have already invested significant time and resources into collection of these past due parking ticket fees and would

have to absorb the loss, if late fees are waived. This bill would likely exacerbate the costs of this payment plan program.

7) *Urgent.* This bill is an urgency measure, so that these new provisions apply as close to July 1, 2018, as possible.

RELATED LEGISLATION:

AB 503 (Lackey, Chapter 741, Statutes of 2017) — required the offering of a payment plan and the waiver of penalties for indigent people with unpaid parking tickets prior to filing an itemization of them at the DMV, starting on July 1, 2018.

Assembly Votes

Floor	71-0
Approps	15-0
Trans	13-0

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Western Center on Law and Poverty (sponsor)
ACLU
Safer Streets Los Angeles

OPPOSITION:

California Public Parking Association
City of Long Beach
City of Sacramento
League of California Cities

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: AB 2913

Hearing Date: 7/3/2018

Author: Wood

Version: 5/15/2018

Urgency: No

Fiscal: No

Consultant: Erin Riches

SUBJECT: Building standards: building permits: expiration

DIGEST: This bill extends building permits up to five years and provides that they are subject to building standards in effect on the date of original issuance.

ANALYSIS:

Existing law:

- 1) Provides that the building standards approved by the California Building Standards Commission (CBSC) that are in effect at the time a building permit application is submitted shall apply to construction covered by that permit.
- 2) Provides that a local ordinance adding or modifying building standards for residential occupancies, as published in the California Building Standards Code, shall apply to construction under a building permit application submitted after the ordinance takes effect, with the following exemptions:
 - a) A city or county that has been subject to a state emergency declaration.
 - b) A permit that is subsequently deemed expired because construction has not commenced within 180 days, or work has been suspended or abandoned.
 - c) A permit that is subsequently suspended or revoked by a building official due to it being issued in error or on the basis of incorrect information.
 - d) No model code made applicable to any additional occupancy shall apply to any project that has been submitted for a building permit prior to the effective date of that model code.

This bill:

- 1) Provides that a local ordinance adding or modifying building standards for residential occupancies shall not apply to a permit that is subsequently deemed expired because construction has not commenced within three years of the date of issuance, unless the permittee obtains an extension under (3) below.
- 2) Provides that every permit shall remain valid if the work on the site authorized by the permit commences within three years after the permit is issued, unless the permittee has obtained an extension pursuant to this bill.
- 3) Authorizes the building official to grant one or more extensions of up to 180 days each.
- 4) Sunsets these provisions on January 1, 2024.

COMMENTS

- 1) *Purpose.* The author states that the marketability of home construction within a region can change rapidly, prompting projects to temporarily slow down or cease operation for extended periods of time. There are a number of reasons for these delays — local market conditions, community reactions, and availability of building materials and labor. The author states that although these factors are exacerbated in areas impacted by natural disasters, such as his district, this is an issue of statewide concern. Additionally, according to the author, some jurisdictions have taken specific action to prohibit the extension of building permits, instead requiring them to re-start the application process and pay additional fees. This bill would provide that a permit remains valid if work on the site commences within three years after the permit was issued.
- 2) *State and local building codes.* The California Building Standards Code (Title 24) serves as the basis for the design and construction of buildings in the state. California's building codes are published in their entirety every three years. Amendments to the building standards are subject to a lengthy and transparent public participation process throughout each code adoption cycle. Intervening code adoption cycles produce supplement pages halfway (18 months) into each triennial period. There are a few exemptions, which allow a local governing body, city, or county to modify the state building standards. Such a modification must be adopted by ordinance or resolution in a public meeting that finds that a local building standard must be modified from the state standard because of local climatic, geological, or topographical conditions, and must be filed with the CBSC.

- 3) *Building code requirements on permits.* A developer is subject to the state Building Standards Code, as well as to any local changes made to the code, that are in effect at the time the permit is issued. Building permits expire six months (180 days) after issuance if work has not begun or if the permittee has suspended or abandoned work any time after the permit is issued. A subsequent building permit is subject to the building standards in place at the time the subsequent permit is issued. Under existing law, officials have discretion to extend a permit for up to six months. This bill, however, would extend the validity of a permit from six months to three years from the date that the permit is issued. In addition, this bill authorizes a building official to issue additional six-month extensions. The three-year permit, as well as the extensions, would only be subject to building code requirements in place on the date the original permit was issued. The author states that while well intended, ongoing changes in the building code can create administrative hurdles for a project that designs to one set of codes, then experiences a slight construction delay for whatever reason, only to find it must go back and redesign to incorporate mandated changes.

Under this bill, grandfathering a permit back to date of issuance means that a project would avoid potentially major building code changes for a number of years. For example, the California Energy Commission (CEC) recently approved a requirement for solar panels on new homes beginning in 2020. The CEC estimates they would add an average \$10,500 in construction costs for a single-family home but would generate about \$16,000 in energy savings. The measure now moves forward toward final approval later this year by the CBSC. Under this bill, a permit issued next year would not be subject to the solar panel requirement in 2020.

- 4) *California's housing crisis.* California is currently experiencing a serious housing crisis. According to HCD, California needs to produce, on average, 180,000 units per year to keep up with population growth. Unfortunately, the state has under-produced since the 1980's; even in the 2000's, when there was more production, California never hit the 180,000 mark. This bill extends the life of a building permit from six months to three years, and then allows for unlimited six-month extensions until 2024 — meaning that a permit pulled on January 1, 2019 could potentially drag out construction for a full five years before it expires. In a time where construction of housing is so desperately needed, it is unclear why the Legislature should support such significant delays. Indeed, the Legislature has passed several bills in the past couple of years to speed permitting processes, in response to developer requests.

The author states that this bill merely aligns building permits with manufactured housing permits, which are valid for three years. However, manufactured homes tend to be permitted on a one-by-one basis, as opposed to a subdivision with a large number of sites; dragging out a permit for a single manufactured home would not have nearly as big an impact on the housing supply.

- 5) *Opposition concerns.* The American Planning Association California Chapter, League of California Cities, and Rural County Representatives of California, writing in opposition, suggest that this bill should be limited to disaster areas. The Assembly Housing Committee analysis also made this suggestion. In addition, almost every single support letter the committee received on this bill states that it would be particularly helpful in fire areas. The author states, however, that although these factors that can delay projects are exacerbated in areas impacted by natural disasters, this is an issue of statewide concern and therefore the bill should not be narrowed. The author also states that developers are often forced to pay exorbitant fees to get a new permit when the original expires due construction delays. The author's office did not provide the committee with examples of such situations.
- 6) *Alternatives.* The committee may wish to consider one of the following alternatives to this bill:
 - a) *Limit to fire areas.* The committee recognizes that a lack of labor and building materials has slowed construction in parts of the state that have suffered massive wildfires. Rather than significantly extending building permits statewide, **the committee may wish to consider amending this bill to limit it to areas of the state where the Governor has declared a state of emergency.**
 - b) *Extend permits by a shorter amount.* The committee recognizes that some projects experience slowdowns due to unforeseen circumstances; however, extending permits for up to five years contradicts the state's goal to quickly address the serious housing shortage. As a compromise, **the committee may wish to consider extending building permits from the current six months, to 18 months (rather than three years), and removing the six-month extension if work is abandoned or suspended.**
 - c) *Explicitly authorize locals to extend permits.* The California Building Code currently includes a provision (Chapter 1, Section 105.5) authorizing a local building official to grant one or more extensions, of six months each, if the extension is requested in writing and demonstrates justifiable cause. **The**

committee may wish to consider amending this bill to delete the current contents and instead codify this authorization in statute.

RELATED LEGISLATION:

AB 3147 (Caballero, 2018) — would freeze the impact and development charged on developments at the time an application is deemed complete for two years. *This bill was held on suspense in the Assembly Appropriations Committee.*

Assembly Votes:

Floor: 74-0

H&CD: 7-0

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Building Owners and Managers of Association of California
California Apartment Association
California Association of Realtors
California Building Industry Association
California Business Properties Association
California Chamber of Commerce
California Professional Association of Specialty Contractors
California Credit Union League
International Council of Shopping Centers
NAIOP of California, the Commercial Real Estate Development Association
National Federation of Independent Business

OPPOSITION:

American Planning Association, California Chapter
California Building Officials
California State Association of Counties
League of California Cities
Rural County Representatives of California
Urban Counties of California

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SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 67 **Hearing Date:** 7/3/2018
Author: Aguiar-Curry
Version: 4/20/2017
Urgency: No **Fiscal:** Yes
Consultant: Howard Posner

SUBJECT: Veterans' Memorial Highway

DIGEST: This bill designates the portion of State Route (SR) 29 in the City of Yountville from Darms Lane to Yount Mill Road as the Veterans' Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of SR 29 in the City of Yountville from Darms Lane to Yount Mill Road as the Veterans' Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the costs of erecting appropriate signs, which would include this special designation, consistent with the signing requirements for the state highway system, and, upon receiving donations from non-state sources covering the cost, to erect those signs.

COMMENTS

- 1) *Purpose.* As noted in the bill itself, it is important to honor the men and women who have served in the U. S. Armed Forces, who have defended our country, and who have suffered disabilities and injuries in protecting the freedom, rights, and privileges enjoyed by all Americans. Nearly two million veterans reside in the State of California, and the County of Napa is home to many of these brave and honorable individuals. Napa Valley residents were some of the first United States military veterans from California, and in 1884 the Veterans' Home of California, Yountville became the first facility for veterans in the United States. By designating a portion of SR 29 in the City of Yountville as the Veterans' Memorial Highway, this bill recognizes the need to fully support our state's veterans in ways that commemorate their great sacrifices.
- 2) *Background.* The Veterans' Home is home to 1,200 veterans, including men and women who have served in World War II, the Korean and Vietnam wars, the Gulf War, and the wars in Iraq and Afghanistan. It has grown to be the largest veterans' home in the United States and is an integral part of the Napa Valley community. The Veterans' Home provides for the future health care of its resident veterans, including facilities that provide residential care for the elderly, skilled nursing care, and a memory care center for veterans with various forms of dementia.

Over its 133 years of operation, the Veterans' Home has become a focal point for the Napa Valley community with its 1,200 seat Lincoln Theater, a 9-hole golf course, the Borman Field baseball stadium, bowling lanes, a swimming pool, and a military base exchange branch store. All of these facilities are available for use by resident veterans at no additional cost and include a fitness center, a resident-operated television station, an auto hobby shop, a 35,000 volume library, a creative arts center, and a multifaith chapel.

3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

SUPPORT:

Honorable Diane Dillon, Supervisor, District 3, Napa County Board of Supervisors
Operation: With LOVE from HOME
Rotary Club of Napa
Yountville Town Council

OPPOSITION:

None received.

-- END --

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution will designate a road segment of SR 101 between Avila Beach Drive and Spyglass Drive in San Luis Obispo County as the "Matthew 'SLO Stringer' Frank Memorial Highway." It also requests that the Department of Transportation to erect appropriate signs upon receiving sufficient donations from non-state sources to covers the costs.

COMMENTS

- 1) *Purpose.* The author introduced this resolution to honor the life and accomplishments of Matthew Frank.
- 2) *Background on Matthew Frank.* Matthew Frank was born on March 6, 1987, to Jacquelyn and Steven Frank of San Luis Obispo. Matthew had a keen interest in public safety and the work of first responders and he combined this interest with his passion for photojournalism. Matthew, who went by the pseudonym of "SLO Stringer," covered breaking news all over San Luis Obispo County while highlighting the work of first responders. Matthew was widely appreciated by the first responders he covered.

Matthew was killed on Tuesday, March 21, 2017, while travelling north on SR 101 on his way to cover a house fire in the City of Atascadero when his vehicle left the road, rolled, and crashed into a tree. To remember the significant contribution Matthew made to his community, this resolution seeks to designate a portion of SR 101 in his honor.

- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

81 Individuals

OPPOSITION:

None received.

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SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 110

Hearing Date: 7/3/2018

Author: Gloria

Version: 9/5/2017

Urgency: No

Fiscal: Yes

Consultant: Howard Posner

SUBJECT: City of San Diego's Naval Training Station

DIGEST: This resolution designates the Hawthorn Street and Brant Street exit on Interstate 5 north and the Sea World Drive exit on Interstate 5 south as the defined routes for reaching the historic landmark, the Naval Training Station.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the Hawthorn Street and Brant Street exit on Interstate 5 north and the Sea World Drive exit on Interstate 5 south as the defined routes for reaching the historic landmark, the Naval Training Station. It also requests the Department of Transportation (Caltrans) to determine the cost of the appropriate historic landmark signs, consistent with the signing requirements of the state highway system, showing this designation and, upon receiving donations from non-state sources sufficient to cover the cost, to erect the historic landmark signs.

COMMENTS

- 1) *Purpose.* The author seeks to highlight and direct people to the historic Liberty Station to encourage the continued growth and redevelopment of this area of San Diego by erecting historic landmark signs on I-5. Liberty Station is the site of the former San Diego Naval Training Station. It was founded in 1923 and tripled in size during World War II. This expansion marked the addition of buildings and barracks built in the Spanish Colonial Revival style that is prevalent among other historic areas of San Diego. The Station served as one of the United States Navy's central training facilities until its closure in 1997.
- 2) *Background.* After the closure of the Station, the City of San Diego formed a reuse committee made up of numerous stakeholders including environmental, business, cultural, nonprofit, and community groups to plan for the future use of the property. In 2003, the Liberty Station Community Association was created to manage and maintain the vision of the reuse committee for the former Naval Training Station, and in 2001, the Station was added to the National Register of Historic Places by the National Park Service.

Today, Liberty Station has become a culinary, art, cultural and shopping destination nestled in 125 acres of open space and, according to the author, this resolution would help inform and invite more guests to experience the historic district and aid in its preservation, while honoring the military's rich and significant history.

- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday,
June 27, 2018.)

SUPPORT:

None received.

OPPOSITION:

None received.

-- END --

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of U.S. Highway 101 from South Seaward Avenue (postmile 28.452) to Vista Del Mar Drive in the County of Ventura as the Ventura County Fire Engineer Ryan Osler Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the costs of erecting the appropriate signs, consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources covering the cost, to erect those signs.

COMMENTS

- 1) *Background.* Fire Engineer Ryan S. Osler was an 18-year veteran of the Ventura County Fire Department when he lost his life in an accident while responding to a fire. He was the first member of the Ventura County Fire Department to die in the line of duty in 25 years. Fire Engineer Osler was reportedly a loving husband, father, son, and brother. He leaves behind his wife and their two children. The highway designation honors him for his sacrifice while protecting others.
- 2) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

California Professional Firefighters
Eric L. Peterson, Santa Barbara County Fire Warden
Garrett Huff, Fire Captain of Santa Barbara County Fire Department, and President of Santa Barbara County Fire Fighter's Benevolent Foundation

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No:	ACR 142	Hearing Date:	7/3/2018
Author:	Mathis		
Version:	4/2/2018		
Urgency:	No	Fiscal:	Yes
Consultant:	Howard Posner		

SUBJECT: Colonel Charles Young Memorial Highway

DIGEST: This bill designates the portion of State Route (SR) 198, extending from the postmile marker starting at Salt Creek Road on SR 198 to the end at Sequoia National Park in the County of Tulare, as the Colonel Charles Young Memorial Highway

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This bill designates the portion of SR 198, starting at Salt Creek Road (postmile 41.226) on SR 198 to the end at Sequoia National Park in the County of Tulare, as the Colonel Charles Young Memorial Highway. Additionally, it requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources sufficient to cover that cost, to erect those signs

COMMENTS

- 1) *Purpose.* The author seeks to honor the extraordinary life of U.S. Army Colonel Charles Young. According to the author, "As a soldier, diplomat, and civil rights leader, Charles Young overcame stifling inequality to become a leading figure in the years after the Civil War when the United States emerged as a world power. His work ethic, academic leadership, and devotion to duty provided a strong base for his achievements in the face of racism and oppression. His long and distinguished career as a commissioned officer in the U. S. Army made him a popular figure of his time and a role model for generations of new leaders."
- 2) *Background.* Colonel Young was born into slavery in 1864 in Mays Lick, Kentucky. His father escaped from slavery and enlisted in the Fifth Regiment of the Colored Artillery and his service earned his family's freedom. Young attended an all-white high school in Ripley, Kentucky, and graduated at the top of his class. In 1884, he was admitted to the United States Military Academy at West Point, from where he graduated in 1889 with a commission as a Second Lieutenant. Young was the third African American to do so. He then served with the Ninth U.S. Cavalry Regiment for 28 years.

During his time in the U.S. Army, Young served as a professor at Wilberforce College, where he led the new military sciences department. When the Spanish-American War broke out, Young was promoted to the temporary rank of Major of Volunteers in 1898, where he commanded the 9th Ohio Infantry Regiment.

In 1903, Young was appointed acting superintendent of Sequoia and General Grant National Parks, becoming the first black superintendent of a national

park. Young was promoted to Lieutenant Colonel in 1916, the first African American to achieve the rank of colonel in the U.S. Army.

Writing in support of the resolution, a private citizen noted, "Young was the first African American National Park Superintendent at the Sequoia National Park, so it is befitting that the road leading into the park bear his name. This will be the second highway in California to honor the legacy of the Buffalo Soldiers."

Colonel Young died on January 8, 1922 from a kidney infection while on a reconnaissance mission in Nigeria. His body was returned to the United States and he was given a full military funeral at Arlington National Cemetery. Young married Ada Mills in 1904 in Oakland, California and had a son and a daughter. This resolution in his honor acknowledges his pioneering contributions to our country.

- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Omega Psi Phi Fraternity, Inc., 12th District
 Omega Psi Phi Fraternity, Inc., Alpha Mu Chapter
 Omega Psi Phi Fraternity, Inc., Chi Nu Chapter
 Omega Psi Phi Fraternity, Inc., Epsilon Xi Chapter
 Omega Psi Phi Fraternity, Inc., Eta Alpha Alpha Chapter
 Omega Psi Phi Fraternity, Inc., Lambda Chapter
 Omega Psi Phi Fraternity, Inc., Lambda Omicron Chapter
 Omega Psi Phi Fraternity, Inc., Mu Alpha Alpha Chapter
 Omega Psi Phi Fraternity, Inc., Mu Kappa Kappa Chapter
 Omega Psi Phi Fraternity, Inc., Omicron Mu Chapter
 Omega Psi Phi Fraternity, Inc., Omicron Nu Chapter
 Omega Psi Phi Fraternity, Inc., Phi Beta Beta
 Omega Psi Phi Fraternity, Inc., Pi Rho Chapter
 Omega Psi Phi Fraternity, Inc., Rho Iota Iota Chapter
 Omega Psi Phi Fraternity, Inc., Tau Tau Chapter
 Omega Psi Phi Fraternity, Inc., Xi Gamma Gamma Chapter

Omega Psi Phi Fraternity, Inc., Zeta Rho Chapter
Omega Psi Phi Fraternity, Inc., Zeta Tau Chapter
192 individuals

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 149	Hearing Date: 7/3/2018
Author: Choi	
Version: 3/14/2018	
Urgency: No	Fiscal: Yes
Consultant: Howard Posner	

SUBJECT: Officer and Medal of Valor Recipient Waldron G. Karp Memorial Highway

DIGEST: This bill designates the portion of Interstate 5 from northbound Tustin Ranch Road to southbound Tustin Ranch Road in the City of Tustin as the Officer and Medal of Valor Recipient Waldron G. Karp Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This bill designates the portion of Interstate 5 from northbound Tustin Ranch Road, approximately postmile 28.224, to southbound Tustin Ranch Road, approximately postmile R.28.456, in the City of Tustin as the Officer and Medal of Valor Recipient Waldron G. Karp Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources covering the cost, to erect those signs.

COMMENTS

- 1) *Purpose.* This resolution designates a specific portion of I-5 in the City of Tustin as the "Officer and Medal of Valor Recipient Waldron G. Karp Memorial Highway" in acknowledgment for the significant contribution he made to his community.
- 2) *Background.* On January 7, 1973, Tustin Police Department Officer Waldron G. Karp succumbed to gunshot wounds that he sustained while assisting Orange County Sherriff's Department deputies. Officer Karp is the only Tustin Police Department officer to be killed in the line of duty. In recognition of his sacrifice, the City of Tustin established the Wally Karp Memorial Ceremony, and established the Wally Karp Memorial Scholarship. Officer Waldron G. Karp was 31 years of age at the time of his death and is survived by his daughter and grandson.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Tustin Police Department

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING**Senator Jim Beall, Chair****2017 - 2018 Regular**

Bill No: ACR 154 **Hearing Date:** 7/3/2018
Author: Voepel
Version: 1/11/2018
Urgency: No **Fiscal:** Yes
Consultant: Howard Posner

SUBJECT: Border Patrol Agent Jarod Charles Dittman Memorial Highway

DIGEST: This bill designates a five-mile segment of State Route (SR) 94 in San Diego County as the Border Patrol Agent Jarod Charles Dittman Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This bill designates the portion of SR 94 from postmile 24.50 to 29.50 in the County of San Diego as the Border Patrol Agent Jarod Charles Dittman Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the costs of erecting the appropriate signs, consistent with the signing requirements for the state highway system and, upon receiving donations from non-state sources covering the cost, to erect those signs.

COMMENTS

- 1) *Purpose.* This resolution designates a specific portion of SR 94 in San Diego County in honor of Border Patrol Agent Jarod Charles Dittman in acknowledgment for the significant contribution he made to his community.
- 2) *Background.* Jarod Charles Dittman began his career as a Border Patrol Agent for the United States Department of Homeland Security on March 5, 2007, and was assigned to the Brown Field Station immediately after graduation from the academy. On March 30, 2008, while Border Patrol Agent Dittman was working, he was involved in a fatal single vehicle rollover accident. He was 28 years of age at the time of his death and is survived by his wife and daughter.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

None received.

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 169

Hearing Date: 7/3/2018

Author: Mathis

Version: 2/13/2018

Urgency: No

Fiscal: No

Consultant: Howard Posner

SUBJECT: Deputy Sheriff Scott Ballantyne and Sheriff's Pilot James Chavez Memorial Highway

DIGEST: This bill designates a segment of State Route (SR) 190 in Tulare County as the Deputy Sheriff Scott Ballantyne and Sheriff's Pilot James Chavez Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This bill designates the four-mile portion of SR 190 in the County of Tulare between its intersection with Pleasant Oak Drive and just south of HQ Drive, between postmile 22.53 and postmile 26.53, as the Deputy Sheriff Scott Ballantyne and Sheriff's Pilot James Chavez Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources sufficient to cover the cost of the signs, to erect those signs.

COMMENTS

- 1) *Purpose.* The author seeks to honor two members of the Tulare County Sheriff's Office who died in a tragic plane accident on February 10, 2016 in Springfield, California while engaged in aerial surveillance.
- 2) *Background.* Deputy Sheriff Scott Ballantyne was born in Fort Campbell, Kentucky, and raised in Visalia where he graduated from Redwood High School. He attended the College of the Sequoias and Fresno State College. Officer Ballantyne joined the Tulare County Sheriff's Office in 1989 and held numerous positions. In 2014, he was selected to serve in the Sheriff's aerial surveillance program and greatly enjoyed this assignment. He developed a close friendship with his pilot, Officer James Chavez. Officer Ballantyne is survived by his mother, brother, and his two sisters.

Sherriff's Pilot James Chavez was born and raised in Stockton, California, graduating from St. Mary's High School. After high school, he attended Pacific Crest Outward Bound School and eventually graduated from Fresno State University with a Bachelor of Arts in Geography. In 1993, Chavez became a naval officer and served an overseas deployment aboard the USS Abraham. In 2005, Chavez transferred to the Army National Guard and learned to fly the Blackhawk helicopter. In 2010, he was deployed to Iraq for a year and flew many Blackhawk missions earning a Bronze Star Medal and a Combat Action Badge. After 20 years of service, Chavez continued to serve in the U.S. Army Reserves, reaching the rank of Major. He served as a volunteer pilot for the Tulare County Sherriff's Aero Squadron for 13 years, and in 2015, he was sworn in as the Sherriff One pilot. He is survived by his wife, two children, mother, and two brothers.

3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: No Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Police Officers Research Association of California

OPPOSITION:

None received.

-- END --

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution:

- 1) Recounts the virtuous nature and substantial Vietnamese American cultural and commercial activity along the six-block commercial corridor of El Cajon Boulevard between Euclid and Highland Avenues in San Diego.
- 2) Designates the El Cajon Boulevard exits on SR 15, as well as the Mission Gorge Road exits on I-8, as the defined routes for reaching the cultural landmark known as the "Little Saigon Cultural and Commercial District".
- 3) Requests the Department of Transportation (Caltrans) to determine the cost of appropriate cultural landmark signs, consistent with the signing requirements for the state highway system, showing this designation and, upon receiving donations from non-state sources covering that cost, to erect the cultural landmark signs.

COMMENTS

- 1) *Purpose.* On June 18, 2013, the City of San Diego passed an ordinance designating the name and geographical boundaries of the community. With that ordinance, it appears all of the conditions in existing law for Caltrans' erection of signs directing motorists to the Little Saigon Cultural and Commercial District have been met. The author has received mixed messages from Caltrans over how to ensure the signs are erected. This resolution is the surest way.
- 2) *Background.* Similar signs adorn other state and local roads throughout the state, including on SR 101 in San Jose and in Orange County.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

California Asian Pacific Chamber of Commerce
Cong Dong Viet-Nam San Diego
Little Saigon San Diego Foundation
Local Initiatives Support Corporation San Diego

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 179

Hearing Date: 7/3/2018

Author: Flora

Version: 3/19/2018

Urgency: No

Fiscal: Yes

Consultant: Howard Posner

SUBJECT: Stanislaus County Deputy Sheriff Robert "Bob" Paris, Jr., Memorial Highway

DIGEST: This resolution designates the portion of State Route (SR) 88 between Comstock Road and East Harney Lane, in the County of San Joaquin, as the Deputy Sheriff Robert "Bob" Paris, Jr., Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of SR 88 between Comstock Road and-East Harney Lane, in the County of San Joaquin, as the Deputy Sheriff Robert "Bob" Paris, Jr., Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs showing this special designation, consistent with the signing requirements for the state highway system, and, upon receiving donations from non-state sources sufficient to cover the cost, to erect those signs.

COMMENTS

- 1) *Purpose.* The author seeks to honor Stanislaus County Deputy Sheriff Robert "Bob" Paris, Jr., who was born and raised in Tracy, California and graduated from Tracy High School in San Joaquin County.
- 2) *Background.* Deputy Sheriff Paris started his career as a paramedic for Tracy Ambulance which later became American Medical Response. In 1983, he was named "Paramedic of the Year." Paris went on to train to be a police officer, graduating from the Ray Simon Regional Criminal Justice Training Center in 1993. He served as a reserve deputy for the Stanislaus County Sheriff's Department for three years and then accepted a full time position as a deputy sheriff. Paris served in patrol operations, court services, the Special Vehicle Off-road and Water Enforcement Unit, and served his last two years in the Civil Division.

Deputy Sheriff Paris was killed in the line of duty on April 12, 2012, when he and his partner arrived at a Modesto home to carry out a scheduled eviction. Paris knocked on the door and announced himself, and after receiving no response he was shot and killed along with the locksmith who was drilling the lock. Deputy Sheriff Paris was known by people in the community for providing medical care, comfort, and friendship to someone who had fallen on tough times. Paris' coworkers recall his great sense of humor, skills as an outdoorsman, and caring nature as someone who was always there if a friend or family member needed something. Paris had two children, a son, Bobby, and a daughter, Jami, to whom he devoted much of his time as she suffered from recurrent brain tumors. This resolution in his honor acknowledges him as calm professional who took pride in his work and mentored the next generation of law enforcement.

3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday June 27, 2018.)

SUPPORT:

Police Officers Research Association of California

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 181 **Hearing Date:** 7/3/2018
Author: Flora
Version: 4/2/2018
Urgency: No **Fiscal:** Yes
Consultant: Howard Posner

SUBJECT: Deputy Sheriff Dennis Wallace Memorial Highway

DIGEST: This resolution designates the portion of State Highway Route (SR) 132 from Root Road to McEwen Road in Stanislaus County as the Deputy Sheriff Dennis Wallace Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of SR 132 from Root Road to McEwen Road in the County of Stanislaus as the Deputy Sheriff Dennis Wallace Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources sufficient to cover that cost, to erect those signs.

COMMENTS

- 1) *Purpose.* This resolution designates a specific portion of SR 132 in the County of Stanislaus as the “Deputy Sheriff Dennis Wallace Highway” in acknowledgment of the significant contribution he made to his community.
- 2) *Background.* Stanislaus County Deputy Sheriff Dennis Randall was born on May 13, 1963, in Ceres, California. Deputy Sheriff Randall was an active participant in youth sports, a mentor, and a beloved member of his community. As deputy sheriff, he received much recognition for his work and on two separate occasions, saved the life of a suicidal man and an infant. Tragically, on November 13, 2016 he lost his life while on duty.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee’s policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Los Angeles County Professional Police Officers Association

OPPOSITION:

None received.

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 184

Hearing Date: 7/3/2018

Author: Bigelow

Version: 2/26/2018

Urgency: No

Fiscal: Yes

Consultant: Howard Posner

SUBJECT: Vietnam Veterans Memorial Highway

DIGEST: This resolution designates the portion of State Route (SR) 88 from the Nevada state line to five miles southwest in Alpine County as the Vietnam Veterans Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of SR 88 from the Nevada state line (approximately postmile 25) to five miles southwest (postmile 20) in the County of Alpine as the Vietnam Veterans Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources sufficient to cover that cost, to erect those signs.

COMMENTS

- 1) *Purpose.* The Alpine County Board of Supervisors requested that the author introduce this resolution as a way to honor residents who served during the Vietnam War and their families.
- 2) *Background.* According to Alpine County, "Many Alpine County young citizens served in Vietnam and this designation would be a sign of respect and remembrance for those who served and their families. A large number of Alpine County citizens who served in Vietnam were members of the Washoe Tribe and grew up and attended school in Woodfords in the 1960s and we would like to honor them and their families with naming a section of Highway 88 after them." The Washoe Tribe of Nevada and California similarly notes that the designation would be one of respect and remembrance for Tribal veterans and their families.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Washoe Tribe of Nevada and California (Sponsor)
Alpine County Board of Supervisors

OPPOSITION:

None received.

-- END --

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of SR 299 located between postmile 83.03 and postmile 84 in the County of Shasta as the Robert "Bob" Thompson Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the costs of erecting the appropriate signs, consistent with the signing requirements for the state highway system, showing this special designation and, upon receiving donations from non-state sources covering the cost, to erect those signs.

COMMENTS

- 1) *Purpose.* According to the Shasta County Board of Supervisors, Bob Thompson's company, Hat Creek Construction, performed safety and mobility improvements on SR 299 that protect and enhance lives in the community. "It is fitting and proper that this segment of highway be so designated as a reminder to all Californians that they are safer and were well served by the life of Robert 'Bob' Thompson."
- 2) *Background.* Robert "Bob" Thompson was a fourth-generation resident of Shasta County and the grandson of ranchers who came to Eastern Shasta County in the 1930s. His background in farming and ranching began as a toddler on the Hat Creek Hereford Ranch and as a young person he became active in 4-H and the Future Farmers of America. After high school, Mr. Thompson attended California State University, Chico, where he met his wife of 49 years, Alice Hutchings, and had his only son, Perry, in 1970.

While Mr. Thompson loved working with cattle, farming the land, and being involved in numerous agricultural organizations, he turned his focus to construction to "pay the bills." With guidance and support from his father, Mr. Thompson and his brother-in-law Howard Lakey became founders and co-owners of Hat Creek Construction. Today, Hat Creek Construction is a dominant force in the construction industry and an area leader in asphalt, concrete, and aggregate delivery and placement. Mr. Thompson was able to consult and advise until the time of his passing and witnessed his beloved company and team complete its largest season ever while proudly providing jobs for 125 local employees.

Mr. Thompson passed away December 13, 2016 at age 67. He is survived by his wife, son, daughter-in-law April, and many other family members.

3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Fall River Joint Unified School District
Fall River Valley Library
Hat Creek Construction & Materials
Lassen Canyon Nursery, Inc.
Lassen County Chamber of Commerce
Shasta County Board of Supervisors
Sierra Pacific Industries
5 individuals

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No:	ACR 205	Hearing Date:	7/3/2018
Author:	Waldron		
Version:	4/17/2018		
Urgency:	No	Fiscal:	Yes
Consultant:	Howard Posner		

SUBJECT: CAL FIRE Firefighter Cory Iverson Memorial Highway

DIGEST: This resolution designates a segment of State Route (SR) 15 between SR 78 and Via Rancho Parkway Overcrossing in San Diego County as the CAL FIRE Firefighter Cory Iverson Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution recognizes the contributions of CAL FIRE Fire Apparatus Engineer Cory Iverson to the people of California and designates the segment of SR 15 between SR 78 (postmile R 31.5) and Via Rancho Parkway Overcrossing (postmile M 26.970) in San Diego County as the CAL FIRE Firefighter Cory Iverson Memorial Highway. It requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs, consistent with the signing requirements for the state highway system, showing this special designation and, upon receiving donations from non-state sources sufficient to cover the cost, to erect those signs.

COMMENTS

- 1) *Purpose.* The author seeks to honor CAL FIRE firefighter Cory Iverson for his dedication to public service and his ultimate sacrifice in the line of duty.
- 2) *Background.* Mr. Iverson was born and raised in Escondido, California. After graduating from high school, he worked in various jobs before he followed in the footsteps of his uncle, Stephen Thomas, and made firefighting his career. Iverson was with CAL FIRE for eight years and received numerous career awards, including 2010 CAL FIRE Firefighter of the Year. On December 14, 2017, Iverson was battling the Thomas fire in Ventura County. He was engaged in the placement of a hose lay supporting a dozer line. While attempting to suppress spot fires below the dozer line, he became trapped by the fire and suffered fatal injuries. According to the author, Firefighter Iverson exemplified the professionalism, work ethic, dedication, and self-sacrifice for which Cal FIRE firefighters are known. Further, he touched the lives of many and is sorely missed by all who knew him. Iverson is survived by his wife Ashley, two daughters, his mother, stepfather, brother, and stepsister.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

California Department of Forestry and Fire Protection
California Professional Firefighters
Goleta Union School District

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 212

Hearing Date: 7/3/2018

Author: Kiley

Version: 4/3/2018

Urgency: No

Fiscal: Yes

Consultant: Katie Bonin

SUBJECT: Deputy Sheriff Robert "Bobby" French Memorial Highway

DIGEST: This resolution would designate a specified portion of State Highway Route 50 in the County of El Dorado as the Deputy Sheriff Robert "Bobby" French Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of State Highway Route 50 in the County of El Dorado from (PM .01) to the Latrobe Road under Crossing (PM .857) as the Deputy Sheriff Robert "Bobby" French Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs showing this special designation, consistent with the signing requirements for the state highway system, and, upon receiving donations from non-state sources sufficient to cover the cost, to erect those signs.

COMMENTS

- 1) *Purpose.* The author seeks to honor Sacramento County Deputy Sheriff, Robert "Bobby" French, who was born on January 29, 1965.
- 2) *Background.* Deputy Sheriff French was a 21-year veteran of the Sacramento County Sheriff's Department and a training officer with the north area patrol division. He was a mentor and well-respected member of the force.

He was tragically killed in the line of duty on August 30, 2017. He is survived by his daughter Kaylen Bynoe, her husband Joe Bynoe, their daughter Evelyn, his son Nick French, and his son's wife Heather French, their two kids, Marley and Dallas, his son Kosai French, his sister Lori Mitchell and her husband, Matt Mitchell, and their two sons Landon and Brooks.

Deputy Sheriff French was known by the people in the community as a Southern gentleman and a man of great integrity. He was always wearing a welcoming smile and was ready to offer a helping hand to anyone in need. This resolution in his honor acknowledges him as a calm professional who took pride in his work and mentored the next generation of law enforcement.

- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Peace Officers Research Association of California (PORAC)

OPPOSITION:

None received.

-- END --

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of I-105 from I-110 to Alameda Street in the County of Los Angeles as the Los Angeles County Sheriff's Deputy Didier M. Hurdle Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and the badge of the Los Angeles County Sheriff's Department, and, upon receiving donations from non-state sources sufficient to cover that cost, to erect those signs.

COMMENTS

- 1) *Purpose.* The author explains that since Deputy Sheriff Didier M. Hurdle was killed in the line of duty, it is appropriate to commemorate his service.
- 2) *Background.* The men and women of law enforcement have the unenviable task of guaranteeing the public's safety, and it is as difficult and dangerous as it is important, as evidenced by the death of Los Angeles County Sheriff's Deputy Didier M. Hurdle who was killed in the line of duty.

Deputy Hurdle was shot and killed on Friday, November 25, 1977, in the community of Willowbrook, California at the intersection of South Oleander Avenue and East Knopf Street. Deputy Hurdle was only 36 years of age at the time of his passing, and had served eight years, six months, and 10 days since his appointment as a deputy sheriff on May 15, 1969. Even today, more than 40 years since his passing, Deputy Sheriff Didier M. Hurdle is remembered by his fellow officers, colleagues, and his surviving family and loved ones who honor his memory annually. The author believes it is appropriate to pause to honor Los Angeles County Sheriff's Deputy Didier M. Hurdle, who made the ultimate sacrifice while performing his sworn duty, and to pay tribute to him, a fallen hero, by recalling his devotion, celebrating his life, and honoring his service.

- 3) *Amendments necessary to comply with committee policy.* The route segment targeted by this resolution extends into an Assembly district that is adjacent to the one represented by the author. In order to comply with this committee's policy on naming resolutions, this bill must be amended either to add the Assembly Member representing that district as a coauthor or to scale back the targeted route segment to one that lies entirely within the author's district.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday,
June 27, 2018.)

SUPPORT:

None received.

OPPOSITION:

None received.

-- END --

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the Akers Street overpass at postmile marker 6.765 on SR 198 in the County of Tulare as the Private First Class Keith M. Williams Memorial Overpass. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources sufficient to cover that cost, to erect those signs.

COMMENTS

- 1) *Purpose.* This bill is intended to honor Private First Class Keith M. Williams, who sacrificed his life for our country while serving on tour in Afghanistan. He was critically wounded by an improvised explosive device, and succumbed to his injuries at Role 3 Multinational Hospital in Kandahar, Afghanistan. He was 19 years old.
- 2) *Background.* Private First Class Williams was just beginning his career in the U.S. Army. He graduated from El Diamante High School in 2013. He was an active student, participating in band, drum line, football, and link court. He graduated from basic training at Fort Benning in December 2013 from the 198th Infantry Brigade, 2-54th Infantry Battalion and was deployed to Afghanistan in March 2014. He was awarded the Bronze Star, the Purple Heart, the Army Commendation Medal, the Good Conduct Medal, the National Defense Service Medal, the Afghanistan Campaign Medal with bronze service star, the Global War on Terrorism Medal, the Army Service Ribbon the Overseas Service Ribbon, the NATO Medal, and the Combat Infantryman Medal. This resolution designates the Akers Street Overpass on SR 198 in Tulare County as the "Private First Class Keith M. Williams Memorial Overpass" in honor of his memory.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

None received.

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING**Senator Jim Beall, Chair****2017 - 2018 Regular**

Bill No:	ACR 224	Hearing Date:	7/3/2018
Author:	Gray		
Version:	4/24/2018		
Urgency:	No	Fiscal:	Yes
Consultant:	Howard Posner		

SUBJECT: Joe Cox Memorial Highway

DIGEST: This resolution designates the portion of State Route (SR) 152 that runs through the City of Los Banos, from the entrance of the Los Banos Campus of Merced College to San Luis Street in the County of Merced, as the Joe Cox Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of SR 152 that runs through the City of Los Banos, from the entrance of the Los Banos Campus of Merced College to San Luis Street in the County of Merced, as the Joe Cox Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources sufficient to cover that cost, to erect those signs.

COMMENTS

- 1) *Purpose.* The author states that, by memorializing his life, Joe Cox will inspire the next generation to follow in his footsteps by putting their family, community, and country above themselves.
- 2) *Background.* Born in 1925 in Arkansas, Joe Cox moved with his family to California when he was six years old. Mr. Cox graduated from Parlier High School in 1944, and then enlisted in the Navy where he became a submariner on the USS Batfish. After the war, he completed his teaching degree from California Polytechnic State University, and went on to teach at Los Banos High School, where he eventually became principal. After retiring, he ran for and served 12 years on the Los Banos School Board. In retirement, Mr. Cox continued to serve his community in a number of distinguished roles. As the author notes, his life was one of service to others, from the days on a submarine in World War II right up to his passing on January 22, 2018, as a result of a car crash on SR 152.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

Knights of Columbus Council 3726
Los Banos Rotary Club

OPPOSITION:

None received.

-- END --

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of SR 215 from West Orange Show Road, approximately postmile 5.025, to Barton Road, approximately postmile 1.312, in the County of San Bernardino as the Medal of Honor Memorial Highway. It also requests the Department of Transportation (Caltrans) to determine the cost of appropriate signs consistent with the signing requirements for the state highway system showing this special designation and, upon receiving donations from non-state sources sufficient to cover that cost, to erect those signs.

COMMENTS

- 1) *Purpose.* The author seeks to honor the individuals who have served honorably in the Armed Forces of the United States who reside in the Inland Empire, specifically the cities of San Bernardino, Colton, and Grand Terrace.
- 2) *Background.* This resolution would authorize a portion of SR 215 in San Bernardino County to be named the "Medal of Honor Memorial Highway." The author notes that the Medal of Honor is the United States' highest and most prestigious personal military decoration that can be awarded to recognize military service members who have distinguished themselves by acts of valor beyond the call of duty. Numerous Medal of Honor recipients reside in the cities of San Bernardino, Colton, and Grand Terrace and their service represents an extraordinary commitment, dedication, and sacrifice by the soldiers and their families, and this resolution would honor that commitment.
- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

None received.

OPPOSITION:

None received.

-- END --

SENATE COMMITTEE ON TRANSPORTATION AND HOUSING

Senator Jim Beall, Chair

2017 - 2018 Regular

Bill No: ACR 236

Hearing Date: 7/3/2018

Author: Rodriguez

Version: 5/31/2018

Urgency: No

Fiscal: Yes

Consultant: Randy Chinn

SUBJECT: Pomona Police Officer Gregory Casillas Memorial Highway

DIGEST: This resolution designates a specified portion of Interstate 10 in the Counties of Los Angeles and San Bernardino as the Pomona Police Officer Gregory Casillas Memorial Highway.

ANALYSIS:

The committee has adopted a policy regarding the naming of state highways or structures. Under the policy, the committee will consider only those resolutions that meet all of the following criteria:

- 1) The person being honored must have provided extraordinary public service or some exemplary contribution to the public good and have a connection to the community where the highway or structure is located.
- 2) The person being honored must be deceased.
- 3) The naming must be done without cost to the state. Costs for signs and plaques must be paid by local or private sources.
- 4) The author or co-author of the resolution must represent the district in which the facility is located, and the resolution must identify the specific highway segment or structure being named.
- 5) The segment of highway being named must not exceed five miles in length.
- 6) The proposed designation must reflect a community consensus and be without local opposition.

- 7) The proposed designation may not supersede an existing designation unless the sponsor can document that a good faith effort has uncovered no opposition to rescinding the prior designation.

This resolution designates the portion of Interstate 10 between the North San Antonio Avenue undercrossing (postmile 46.718) in the County of Los Angeles, to the Mountain Avenue undercrossing (postmile 2.37) in the County of San Bernardino, as the Pomona Police Officer Gregory Casillas Memorial Highway

COMMENTS:

- 1) *Purpose.* The purpose of this resolution is to honor the life and service of Pomona Police Officer Gregory Casillas.
- 2) *Background on Officer Casillas.* Pomona Police Officer Gregory Casillas dreamed of being a police officer from a young age, inspired by the D.A.R.E. officers in his local neighborhood in Lincoln Heights. He was sworn in as a police officer in September 2017. Officer Casillas died in the line of duty in March 2018 as he was struck by bullets fired from behind a door while pursuing a reckless driver into an apartment complex. He was 30 years old.

Officer Casillas is survived by his wife, two sons, mother and father, two brothers, and his community.

- 3) *Consistent with committee policy.* This resolution is consistent with the provisions of the committee's policy on highway designation.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: No

POSITIONS: (Communicated to the committee before noon on Wednesday, June 27, 2018.)

SUPPORT:

None received.

OPPOSITION:

None received.

-- END --