

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
SEPTEMBER 2018
Metro Government Relations**

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position | Recent Support/Oppose |
|---|---|--|----------|---|
| AB 87 Ting D Autonomous vehicles. | 8/27/2018- A. ENROLLMENT 8/27/2018- Senate amendments concurred in. To Engrossing and Enrolling. | Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self insurance for a manufacturer performing testing, and for the submission and approval of an application to operate an autonomous vehicle. Existing law further requires those regulations to include any testing, equipment, and performance standards that the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. This bill would require the department to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan. The bill would require the law enforcement interaction plan, which instructs the law enforcement agencies on how to interact with the autonomous vehicle in emergency and traffic enforcement situations, to include, at a minimum, information on how to communicate with a remote operator of the vehicle, where in the vehicle to obtain owner information, vehicle registration, and proof of insurance, and how to recognize whether the vehicle is operating in autonomous mode. | | Floor Analysis (text 1/3/2018) Support Oppose |
| AB 91 Cervantes D High-occupancy | 8/30/2018- A. ENROLLMENT 8/30/2018- Senate | Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law | | Floor Analyses (text 6/20/2017) Support Oppose |

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| vehicle lanes. | amendments concurred in. To Engrossing and Enrolling. | prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would provide that these provisions apply only if the department, with the concurrence of the Riverside County Transportation Commission and the Southern California Association of Governments, determines that compliance with those provisions does not result in federal financial penalties, disqualification from future funding, or certain costs to local or regional governments. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill. | | |
| AB 161 Levine D Public employees' | 8/7/2018-S. RLS. 8/7/2018- Withdrawn from committee. Re- referred to Com. | Existing law establishes the Public Employees' Retirement System and the State Teachers' Retirement System. These systems provide defined pension benefits to public employees based on age, service credit, and final compensation. The California Constitution confers upon the retirement boards of public retirement systems plenary authority and | | Governmental Organization (text 1/13/2017) Support California Special Districts Association |

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| retirement: pension fund management. | on RLS. | fiduciary responsibility for the investment of moneys of those systems. Existing law authorizes these public retirement system boards, consistent with their fiduciary duties and the standard for prudent investment, to prioritize investment in an in-state infrastructure project over a comparable out-of-state infrastructure project. This bill would require specified staff of the Public Employees' Retirement System to work with appropriate state agencies to produce an annual list, that may be provided to each board, of priority infrastructure projects most suitable for funding. | | Coalition of Adequate School Housing State Building and Construction Trades Council of California Oppose None |
| AB 301 Rodriguez D Commercial motor vehicles: examination requirements: driving skills test. | 9/1/2017-S. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018) | Existing law prohibits a person from operating a commercial motor vehicle unless the person has passed a written and driving test for the operation of a commercial motor vehicle that complies with specified federal standards and any other requirements imposed by the Vehicle Code. Existing law requires the Department of Motor Vehicles to implement these provisions, as specified. This bill would require the Department of Motor Vehicles to establish performance goals to decrease the wait time to obtain an appointment to take the driving skills test to operate a commercial motor vehicle. The bill would require the department to convene a stakeholder group to make recommendations to the department on meeting these performance goals. The bill would require the department to submit a report to the relevant budget and policy committees of the Legislature detailing the recommendations of the stakeholder group, the recommendations that the department has adopted, the recommendations that were not adopted with an explanation of why they were not adopted, and how the department intends to implement these recommendations. The bill would additionally require the department to submit a subsequent report to these committees describing the department's performance in implementing the | Watch | Appropriations (text 7/13/2017) Support Oppose |

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| | | recommendations it has adopted and achieving the performance goals. | | |
| AB 306 Gonzalez Fletcher D Vote by mail ballots. | 3/15/2018-S. E. & C.A. 3/15/2018- Referred to Com. on E. & C.A. | Existing law requires a vote by mail voter to return his or her voted vote by mail ballot (1) by mail or in person to the elections official, (2) in person to a member of a precinct board at a polling place or vote center, or (3) to a vote by mail ballot dropoff location, as specified. Existing law permits a vote by mail voter who is unable to return his or her ballot to designate another person to return the ballot. Existing law requires that all vote by mail ballots be received before the close of the polls on election day and prohibits a ballot from being counted if not received before that time. This bill would require a person designated to return a voter's vote by mail ballot to return the ballot no later than two days after receiving it from the voter or before the close of the polls on election day, whichever time period is shorter. However, the bill would prohibit disqualifying a ballot from being counted solely because it was returned more than two days after the designated person received it from the voter, provided that the ballot is returned by the designated person before the close of polls on election day. | Watch | Floor Analysis (text 1/11/2018) Support Oppose |
| AB 344 Melendez R Toll evasion violations. | 7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 5/10/2017)(May be acted upon | Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an | Watch | Transportation And Housing (text 7/3/2017) Support American Civil Liberties Union Courage Campaign Law Enforcement Action Partnership National Center for Lesbian Rights Riverside Temple Beth El |

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| | Jan 2018) | investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. The bill would authorize an administrative review to include reviews of multiple notices of toll evasion violation or notices of delinquent toll evasion of a person. This bill contains other existing laws. | | San Francisco Public Defender Teamsters Western Center on Law and Poverty Oppose Alameda County Transportation Commission Bay Area Toll Authority Los Angeles County Metropolitan Transportation Authority Orange County Business Council Orange County Transportation Authority San Bernardino County Transportation Authority South Orange County Economic Coalition Transportation Corridor Agencies |
| AB 382 Voepel R | 7/21/2017-S. 2 YEAR 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/14/2017)(May | Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law requires a portion of the moneys attributable to the excise tax on gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund, and, commencing November 1, 2017, requires the portion of those moneys from a \$0.12 per gallon increase, and future inflation adjustments from that increase, to be transferred to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, or boating programs. This bill would | | Floor Analysis (text 5/26/2017) Support Oppose |
| Fuel taxes: State Parks and Recreation Fund: Off-Highway Vehicle Trust Fund. | | | | |

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| | be acted upon Jan 2018) | provide that in the 2017–18 fiscal year up to \$1,000,000 of the revenues transferred to the State Parks and Recreation Fund may be transferred to the Off-Highway Vehicle Trust Fund to be available for specified purposes and would express the intent of the Legislature to make this transfer in the Budget Act of 2017. | | |
| AB 636 Irwin D Local streets and roads: expenditure reports. | 5/10/2017-S. RLS. 6/27/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS. (Set for hearing) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.) | Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes. This bill contains other related provisions and other existing laws. | | Appropriations (text 3/28/2017) Support Oppose |
| AB 697 | 8/27/2018- | Existing law provides for the exemption of authorized emergency vehicles, | | Floor Analysis (text 6/12/2017) |

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| Fong R Tolls: exemption for privately owned emergency ambulances. | A. ENROLLMENT 8/27/2018- Senate amendments concurred in. To Engrossing and Enrolling. | as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Existing law provides procedures for an operator of a toll facility and a public agency to resolve certain disputes relating to the nonpayment of tolls. Existing law allows for agreements between the owner or operator of a toll facility and a local emergency service provider that establish terms for the use of the toll facility by the emergency service provider. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions. | | Support Oppose |
| AB 709 McCarty D Sacramento Regional Transit District. | 8/31/2018- A. ENROLLMENT 8/31/2018-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate | Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law authorizes the board of directors of the district to adopt a retail transactions and use tax ordinance, subject to the approval of 2/3 of the electors at a special election. Existing law requires the district's retail transactions and use tax ordinance to provide for rates of 1/4 or 1/2 of 1% | | Local Government (text 8/22/2018) Support 350 Sacramento's Transportation Team City of Sacramento Sacramento Regional Transit District Oppose |

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| | amendments pending. Re-referred to Com. on L. GOV. pursuant to Assembly Rule 77.2. Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 6. Noes 3.) (August 31). Senate amendments concurred in. To Engrossing and Enrolling. | and requires that the ordinance be operative on the first day of the first calendar quarter commencing less than 180 days after adoption of the ordinance. This bill would revise and recast these and other related provisions. The bill would modify the description of the authorized boundaries of the district and provide that the district is a rapid transit district, as defined. The bill would specify that certain property and facilities used by the district are transit works and facilities, and constitute public works for the purposes of the Public Contract Code. The bill would modify the definition of quorum as applied to meetings of the board. The bill would authorize the district to publish ordinances on its Internet Web site as an alternative to newspaper publication. The bill would authorize the board secretary to be a district employee appointed by the board. This bill contains other related provisions. | | Howard Jarvis Taxpayers Association |
| AB 943 Santiago D Land use regulations: local initiatives: voter approval. | 9/1/2017-S. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was | The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city or county ordinances may be enacted or amended by initiative, including requiring that an ordinance proposed by the voters of the city or county be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance or an amendment of an ordinance that would reduce | | Appropriations (text 7/19/2017) Support Oppose |

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| | APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018) | density or stop development or construction of any parcels located less than one mile from a major transit stop, as defined, within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, would require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective. The bill would exclude from this requirement the proposal and submission to the voters of an ordinance or amendment of an ordinance by the legislative body of the city, county, or city and county and the adoption or amendment of a city, county, or city and county charter, and would exclude ordinances that apply to or implement amendments to a city or county general plan pertaining to certain lands specified in that general plan. The bill would also exclude ordinances that apply primarily to lands located outside an established city urban restriction boundary or ordinances that revise or continue previously established city urban restriction boundaries. This bill contains other related provisions and other existing laws. | | |
| AB 1205 Jones-Sawyer D Los Angeles County Metropolitan Transportation Authority: contracting. | 8/31/2018- A. ENROLLMENT 8/31/2018-Joint Rule 62(a), file notice suspended. From committee: That the Senate amendments be concurred in. (Ayes 9. Noes 0.) | Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law authorizes LACMTA to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified small business enterprises, as long as price quotations are obtained by LACMTA from 3 or more small business enterprises, and requires LACMTA to report to the Legislature by December 31, 2017, regarding any contracts awarded in this regard. This bill would instead authorize LACMTA to award contracts in this manner as long as it solicits rather than obtains price quotations from 3 or more small | | Floor Analyses (text 2/17/2017) Support Oppose |

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| | (August 31). Senate amendments concurred in. To Engrossing and Enrolling. | business enterprises. The bill would delete the requirement that LACMTA report to the Legislature regarding contracts awarded to small business enterprises in this regard. This bill contains other related provisions. | | |
| AB 1405 Mullin D Advanced Digital Network Act. | 2/14/2018-S. T. & H. 6/26/2018-In committee: Set, second hearing. Hearing canceled at the request of author. | Existing law, the Outdoor Advertising Act, provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. This bill would enact the Advanced Digital Network Act. The bill would authorize the department, subject to federal approval, to enter into a specified comprehensive development lease agreement pursuant to a best value competitive procurement process for a project with a public or private entity, or a consortia thereof, to install and operate a network of new digital signs within the rights-of-way of the state highway system that would display commercial advertising and public service messages. The bill would authorize the use of the digital signs for emergency messages, as needed, and require dedicated time to be provided to the department to use the advanced digital network for traveler information and motorist safety and awareness campaigns and any other public messaging desired by the state, without providing additional compensation to the contracting entity. This bill contains other related provisions. | | Transportation And Housing (text 6/13/2018) Support Associated General Contractors Building and Construction Trades Council of Alameda County California Nevada Cement Association Crime Survivors Resource Center George Runner, Member of the State Board of Equalization Greater Los Angeles African American Chamber of Commerce Intelligent Sign Network National Center for Victims of Crime Outfront Media Ron Goldman Foundation for Justice San Francisco Fire Fighters, Local 798 State Building and Construction Trades Council of California Oppose 51 Individuals Bulletin Displays, LLC California State Association of Counties City of Baldwin Park City of Bellflower City of Buena Park |

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| | | | | City of Carson City of Compton City of Dixon City of Eastvale City of Lynwood City of Rohnert Park City of Thousand Oaks Coalition to Ban Billboard Blight General Outdoor Advertising Lamar Advertising League of California Cities Mayors' and Councilmembers Association of Sonoma County Meadow Outdoor Advertising Santa Fe Springs Scenic San Diego Sonoma County Board of Supervisors South Gate Stott Outdoor Advertising Town of Los Gatos Veale Outdoor Advertising |

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| AB 1421 Dababneh D Railroads: noise and vibration levels. | 6/8/2017-S. RLS. 6/8/2017- Referred to Com. on RLS. (Set for hearing) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.) | Existing law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools. | | Floor Analysis (text 3/22/2017) Support Oppose |
| AB 1594 Bloom D Infrastructure financing: transportation: Los Angeles County Metropolitan Transportation Authority: contracting. | 8/24/2018-S. INACTIVE FILE 8/24/2018- Ordered to inactive file at the request of Senator Allen. | (1)Existing law authorizes a governmental agency, as defined, to solicit proposals and enter into agreements with private entities for the design, construction, or reconstruction by, and to lease to, private entities for specified types of fee-producing infrastructure projects, including commuter and light rail.This bill would additionally include passenger rapid transit, subways, and heavy rail within the types of fee-producing infrastructure projects authorized pursuant to this provision. The bill would provide that all construction, alteration, demolition, installation, repair, and maintenance work on projects subject to these agreements shall comply with labor requirements applicable to public works.This bill contains other related provisions and other existing laws. | Sponsor | Floor Analyses (text 6/18/2018) Support Oppose |

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| AB 1721 Committee on Revenue and Taxation Los Angeles County Metropolitan Transportation Authority: transactions and use tax. | 6/1/2017-S. RLS. 6/1/2017- Referred to Com. on RLS. (Set for hearing) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.) | Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified.This bill would correct an erroneous cross-reference in these provisions.This bill contains other existing laws. | Support | Revenue And Taxation (text 3/16/2017) Support Los Angeles County Metropolitan Transportation Authority Oppose None |

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| AB 1756 Brough R Transportation funding. | 1/16/2018- A. TRANS. 1/16/2018- Referred to Com. on TRANS. | Existing law, the Road Repair and Accountability Act of 2017, establishes a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax by \$0.12 per gallon with an inflation adjustment, increasing the diesel excise tax by \$0.20 per gallon with an inflation adjustment, creating a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, creating a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later and with an inflation adjustment, and increasing the additional sales and use tax rate on diesel fuel by an additional 4%. The act provides that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, the zero-emission vehicle registration fee takes effect on July 1, 2020, and the additional sales and use tax rate increases take effect on November 1, 2017. The act provides for the expenditure of the revenues generated from these charges pursuant to specified programs and other requirements. This bill would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions. | | |
| AB 1759 McCarty D Public trust lands: City of Sacramento. | 8/20/2018- A. ENROLLED 8/20/2018- Enrolled and presented to the Governor at 3 p.m. | Under existing law, known as the public trust doctrine, the state has title as trustee to all tidelands and navigable lakes and streams and is charged with preserving these waterways for navigation, commerce, and fishing, as well as for scientific study, recreation, and as an open space and habitat for birds and marine life. Existing law authorizes the State Lands Commission to enter into an exchange with any person or any private or public entity of filled or reclaimed tide and submerged lands or beds of navigable waterways, or interests in these lands, that are subject to the public trust if the commission determines that certain conditions are met, | | Floor Analyses (text 5/9/2018) Support Oppose |

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| | | <p>including that the exchange is for one or more specified purposes. Existing law grants the rights and interests of the state in specified portions of the old bed of the American River to the City of Sacramento, subject to certain conditions and requirements. This bill would grant and convey in trust in relation to real property known as the Sand Cove Parcels, as described, to the City of Sacramento, in the County of Sacramento, and to its successors, all of the rights, title, and interests of the state, to be held by the city in trust for the benefit of all the people of the state for public trust purposes, as provided. The bill would authorize the city to use the trust lands for the construction, reconstruction, repair, and maintenance of any transportation, utility, or other infrastructure that is incidental, necessary, or convenient to promote or accommodate uses consistent with the public trust doctrine. The bill would require the city to comply with various requirements regarding the use of the trust lands, including that the city submit a trust lands use plan and a trust lands use report to the State Lands Commission. If the commission determines that the city is violating or about to violate the terms of the trust grant or other law relating to its obligations under the public trust doctrine or this bill, the bill would authorize the commission, after providing notice and an opportunity to correct the violation, to bring an action to enforce the rights of the state and people as settlor beneficiary of the public trust doctrine. The bill would repeal specified statutes to facilitate the transfer of these trust lands to the city pursuant to the bill. This bill contains other related provisions and other existing laws.</p> | | |

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|--|--|---|----------|---|
| AB 1804 Berman D California Environmental Quality Act: exemption: residential or mixed-use housing projects. | 8/30/2018- A. ENROLLMENT 8/30/2018- Senate amendments concurrent in. To Engrossing and Enrolling. | (1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect.This bill would, until January 1, 2025, exempt from CEQA residential or mixed-use housing projects, as defined, located in unincorporated areas of a county meeting certain requirements. The bill would require a lead agency, if the lead agency determines that a residential or mixed-use housing project is exempt from CEQA, to file a notice of exemption with the Office of Planning and Research and the county clerk in the county in which the project is located. Because a lead agency would be required to determine the applicability of this exemption and to file a notice with the office and the county clerk, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws. | | Floor Analysis (text 8/24/2018) Support Oppose |

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| AB 1866 Fong R Transportation funding. | 1/29/2018- A. TRANS. 1/29/2018- Referred to Com. on TRANS. | (1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws. | | |

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| AB 1905 Grayson D Environmental quality: judicial review: transportation projects. | 2/5/2018-A. NAT. RES. 3/13/2018-Re-referred to Com. on NAT. RES. | The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. The act establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to the act. This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings. | | |

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| AB 1912 Rodriguez D Public employees' retirement: joint powers agreements: liability. | 8/31/2018- A. ENROLLMENT 8/31/2018- Senate amendments concurred in. To Engrossing and Enrolling. | (1)Existing law establishes various public agency retirement systems, including, among others, the Public Employees' Retirement System, the State Teachers' Retirement System, the Judges' Retirement System II, and various county retirement systems pursuant to the County Employees Retirement Law of 1937. These systems provide defined pension benefits to public employees based on age, service credit, and amount of final compensation. Existing law authorizes a contracting agency, as defined, to terminate a contract under the Public Employees' Retirement System pursuant to specified procedures and authorizes the Board of Administration of the Public Employees' Retirement System to terminate a contract with a contracting agency under specified circumstances, including if a contracting agency fails to pay any installment of contributions into the Public Employees' Retirement Fund. This bill would specify that the parties to the joint powers agreement may not specify otherwise with respect to retirement liabilities of the agency if the agency contracts with a public retirement system, and would eliminate an authorization for a party to a joint powers agreement to separately contract or assume responsibilities for specific debts, liabilities, or obligations of the agency. This bill contains other related provisions and other existing laws. | Oppose | Floor Analysis (text 8/24/2018) Support Oppose |

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| AB 1945 Garcia, Eduardo D | 8/30/2018- A. ENROLLMENT 8/30/2018- Senate amendments concurrent in. To Engrossing and Enrolling. | The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the moneys from the fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the act and, among other things, to maximize economic, environmental, and public health benefits to the state. This bill, beginning July 1, 2019, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality and to include a specified application timeline and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications. This bill contains other related provisions. | | Floor Analysis (text 8/24/2018) Support Oppose |

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| AB 1947 Low D Petitions: compensation for signatures. | 8/28/2018- A. ENROLLED 8/28/2018- Enrolled and presented to the Governor at 3 p.m. | Under existing law, a person who is 18 years of age or older may circulate an initiative, referendum, or recall petition. This bill would provide that a person or organization who pays a person money or any other thing of value based on the number of signatures obtained on a state or local initiative, referendum, or recall petition is guilty of a misdemeanor punishable by a specified fine, imprisonment, or both that fine and imprisonment. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | Floor Analyses (text 4/2/2018) Support Oppose |

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| AB 2034 Kalra D Human trafficking: notice. | 8/27/2018- A. ENROLLMENT 8/27/2018- Senate amendments concurred in. To Engrossing and Enrolling. | Existing law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Existing law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. This bill would require, on or before January 1, 2021, specified businesses or other establishments that operate an intercity passenger rail, light rail, or bus station to provide training to new and existing employees who may interact with, or come into contact with, a victim of human trafficking or who are likely to receive, in the course of their employment, a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified. Because the bill would require local government agencies to perform additional duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | Floor Analysis (text 8/17/2018) Support Oppose |

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| AB 2061 Frazier D Near-zero-emission and zero-emission vehicles. | 8/28/2018- A. ENROLLED 8/28/2018- Enrolled and presented to the Governor at 3 p.m. | Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. This bill would, to the extent expressly authorized by federal law, authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill contains other related provisions and other existing laws. | | Floor Analysis (text 7/5/2018) Support Oppose |
| AB 2155 Mullin D Political Reform Act of 1974: campaign disclosures. | 8/31/2018- A. ENROLLMENT 8/31/2018- Senate amendments concurred in. To Engrossing and Enrolling. | (1) Existing law, the Political Reform Act of 1974, provides for the comprehensive regulation of campaign financing and activities. Existing law under the act requires advertisements to include prescribed disclosure statements, and defines an advertisement for these purposes. Existing law excludes a number of communications from the definition of advertisement, including electronic media communications for which the inclusion of specified disclosures regarding the funding of the communication is impractical or incompatible with the technology used. Existing law also defines "top contributors" for these purposes to mean the persons from whom a committee paying for an advertisement has received its three highest cumulative contributions of \$50,000 or more, and provides that if two or more contributors of identical amounts qualify as top contributors, the most recent contributor shall be listed in disclosures of top contributors for advertisements paid for by committees. | Watch | Floor Analysis (text 8/15/2018) Support Oppose |

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| | | <p>Existing law specifies the formatting of disclosures for advertisements that are disseminated as a video, print advertisements, and electronic media advertisements. This bill would exclude additional types of communications from the definition of advertisement, including certain electronic media communications requested by the recipient, communications solicited by the recipient, or communications for which inclusion of disclosures would be impracticable or severely interfere with the committee’s ability to convey the intended message, as determined by regulations of the Fair Political Practices Commission. The bill would delete the exemption from the definition of advertisement for electronic media communications for which the inclusion of disclosures would be impractical or incompatible with the technology used. The bill would require that a tie in the determination of top contributors be resolved by determining the contributor who made the most recent contribution. For committee advertisements that support or oppose a candidate, the bill would exclude certain nonprofit entities and persons who have prohibited the use of their contributions to support or oppose candidates from the determination of top contributors. The bill would make specified changes to the formatting requirements for disclosures included in advertisements that are disseminated as a video, print advertisements, and electronic media advertisements. The bill would exclude email messages from the disclosure and disclosure formatting requirements applicable to electronic media, except for requirements relating to the size, placement, and color of specified disclosures. This bill contains other related provisions and other existing laws.</p> | | |

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| AB 2272 Mayes R State highways: relinquishment. | 8/27/2018- A. ENROLLED 8/27/2018- Enrolled and presented to the Governor at 3 p.m. | Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would authorize the commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment. | | Floor Analyses (text 4/2/2018) Support Oppose |
| AB 2304 Holden D Reduced fare transit pass programs: report. | 5/30/2018-S. RLS. 6/18/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS. | The California Constitution provides that the University of California constitutes a public trust administered by the Regents of the University of California, a corporation in the form of a board, with full powers of organization and government, subject to legislative control only for specified purposes. This bill would request the University of California Institutes of Transportation Studies to prepare and submit a report to the Governor and specified committees of the Legislature on or before January 1, 2020, that details the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university, or any other entity, as specified. The bill would request the University of California Institutes of Transportation Studies to convene and consult with a group of stakeholders, as specified, in preparing the report. This bill contains other existing laws. | | Floor Analysis (text 4/2/2018) Support Oppose |

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| AB 2307 Frazier D High-Speed Rail Authority: Senate confirmation. | 06/01/18 Vetoed by Governor. | Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate. | | |
| AB 2378 Salas D Greenhouse Gas Reduction Fund: report. | 5/30/2018-S. RLS. 6/7/2018- Referred to Com. on RLS. | The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the fund. This bill would require the state board, in consultation with the State Department of Public Health, to submit a specified report, as part of the Department of Finance's annual report, quantifying, for each program that has received moneys through January 1, 2020, from the Greenhouse Gas Reduction Fund, the public health impacts of each of those programs. | Watch | Floor Analysis (text 4/26/2018) Support Oppose |

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| AB 2417 Rodriguez D Metro Gold Line Foothill Extension Construction Authority. | 3/8/2018-A. L. GOV. 3/8/2018- Referred to Com. on L. GOV. | (1)Existing law creates the Metro Gold Line Foothill Extension Construction Authority, governed by a board of 5 voting members and 3 nonvoting members, appointed as specified, for purposes relating to the development of a light rail project extending from the City of Los Angeles to the Cities of Pasadena and Montclair, and authorizes the authority to accept grants, fees, and allocations from federal, state, local agencies, and private entities, and to accept transfers of funds from federal, state, and local agencies.This bill would increase to 6 the voting members of the board by adding one voting member appointed by the City of Montclair. Because this bill would require a local authority to assume additional responsibilities, it would create a state-mandated local program.This bill contains other related provisions and other existing laws. | Staff Recommended position: OPPOSE UNLESS AMENDED April 2018 | |
| AB 2473 Bonta D State Highway Route 185: relinquishment: City of San Leandro. | 8/29/2018-A. ENROLLMENT 8/29/2018-Read third time. Passed. Ordered to the Assembly. In Assembly. Ordered to Engrossing and Enrolling. | Existing law establishes the State Highway System and designates state highway routes from Route 1 to Route 905, unless otherwise specified by name, and authorizes the California Transportation Commission to relinquish all or a portion of designated state highway routes to specified local agencies if certain conditions are met. Portions of state highways that have been relinquished are not state highways and become ineligible for future adoption as a part of the State Highway System. Existing law authorizes the commission to relinquish all or a portion of Route 185 in the City of Hayward to that city, as specified, and to relinquish all or a portion of Route 185 in the County of Alameda to that county, as specified. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city, as specified. | | Floor Analyses (text 3/22/2018) Support Oppose |

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| AB 2530 Melendez R Bonds: transportation. | 3/5/2018- A. TRANS. 4/16/2018-In committee: Set, first hearing. Failed passage. Reconsideration granted. | Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects for funding school buses for public school children. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions. | | Transportation (text 2/14/2018) Support Howard Jarvis Taxpayers Association Oppose California Labor Federation State Building and Construction Trade Council of California |

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| AB 2535 Obernolte R High-occupancy toll lanes: notice of toll evasion violation. | 8/20/2018- A. ENROLLED 8/20/2018- Enrolled and presented to the Governor at 3 p.m. | Existing law requires an issuing agency or a processing agency to forward a notice of toll evasion violation to the registered owner of a vehicle that is found, by automated devices, visual observation, or otherwise, to have evaded tolls on a toll road or toll bridge within 21 days of the violation, except as specified. Existing law requires the notice of toll evasion violation to set forth the violation, including reference to the code section violated, the approximate time thereof, and the location where the violation occurred. Existing law also requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. Because this bill would require an issuing agency or a processing agency to include additional materials in the notice, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | Watch | Floor Analyses (text 3/19/2018) Support Oppose |

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| AB 2543 Eggman D State agencies: infrastructure project budget and schedule: Internet Web site information. | 8/27/2018- A. ENROLLED 8/27/2018- Enrolled and presented to the Governor at 3 p.m. | Existing law, on order of the Governor, requires the head of each state agency to make a report to the Governor giving an account of all matters pertaining to the agency during the period specified by the Governor. This bill would require each state agency or department authorized to undertake any infrastructure project costing \$100,000,000 or more to publicly post on its Internet Web site any change in the cost or schedule of the project that would result in the project exceeding its established budget by 10 percent or more or being delayed by 12 months or longer. The bill would require that the posted information describe how much the project is expected to exceed its established budget or delay its construction schedule. | | Floor Analyses (text 3/13/2018) Support Oppose |
| AB 2548 Friedman D Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District. | 08/20/18 Chaptered by Secretary of State - Chapter 173, Statutes of 2018. 08/20/18 Approved by the Governor. | Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority. This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance. | Sponsor | |

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| AB 2615 Carrillo D State highway system: parks and recreation: accessibility for bicycles and pedestrians. | 8/29/2018- A. ENROLLMENT 8/29/2018- Senate amendments concurred in. To Engrossing and Enrolling. | Existing law provides that the Department of Transportation has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, including any portion of a state highway within a state park. Existing law also authorizes the department and any county having a park commission to enter into and carry out cooperative agreements for the grading, development, planting and maintenance of roadside areas, including a roadside park, along any state highway and within the right of way of that state highway. Existing law also authorizes the department to enter into any agreement with the United States or any federal department or agency when the construction of any federal facility or any feature of that facility requires construction, relocation, or other change in any state highway or bridge. This bill would, to the extent possible, and where feasible and cost effective, require the department to partner with appropriate public agencies, including, but not limited to, the Department of Parks and Recreation, any federal department or agency, and any regional or local public entity, to develop strategies and plans to improve access for bicycles and pedestrians to federal, state, regional, and local parks adjacent to or connected to the state highway system. | | Floor Analysis (text 8/17/2018) Support Oppose |

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| AB 2629 Eggman D Department of Transportation: airspace under state highways: leases. | 8/30/2018- A. ENROLLMENT 8/30/2018- Senate amendments concurrent in. To Engrossing and Enrolling. | (1)Existing law establishes the Department of Transportation and provides that the department has full possession and control of all state highways and all associated property. Existing law authorizes the department to provide information regarding, and to lease, airspace under the interchange of Route 4 and Route 5 in San Joaquin County and on the northeast corner of Route 101 and De La Vina Street in the County of Santa Barbara, to a city, county, or other political subdivision or another state agency for emergency shelter or feeding program purposes, as specified, but only if there is no buyer. This bill would delete the condition that the airspace may only be leased to a city, county, or other political subdivision or another state agency for emergency shelter or feeding program purposes if there is no buyer. This bill contains other related provisions and other existing laws. | | Floor Analysis (text 8/24/2018) Support Oppose |
| AB 2654 Quirk-Silva D Design-build: Orange County. | 08/28/18 Chaptered by Secretary of State - Chapter 239, Statutes of 2018. 08/28/18 Approved by the Governor. | Existing law, until January 1, 2025, authorizes local agencies, as defined, to use the design-build procurement process for specified public works with prescribed cost thresholds. This bill would establish similar provisions specific to Orange County. The bill would authorize the County of Orange and the Orange County Flood Control District, indefinitely and without exclusion, to use design-build for public works infrastructure projects in excess of \$1,000,000. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |

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| AB 2712 Allen, Travis R Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. | 3/8/2018- A. TRANS. 4/16/2018-In committee: Set, first hearing. Failed passage. Reconsideration granted. | (1)Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for distribution as refunds to California taxpayers in the manner prescribed at the time the appropriation is made. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.This bill contains other related provisions. | | Transportation (text 3/12/2018) Support None Oppose State Building and Construction Trades Council of California |

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| AB 2734 Frazier D California Transportation Commission. | 8/20/2018- A. ENROLLED 8/20/2018- Enrolled and presented to the Governor at 3 p.m. | Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. | | Floor Analyses (text 2/15/2018) Support Oppose |

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| AB 2762 Carrillo D Public contracts: disabled veteran business enterprises: local small business enterprises: social enterprises. | 8/31/2018- A. ENROLLMENT 8/31/2018- Senate amendments concurred in. To Engrossing and Enrolling. | <p>Existing law authorizes a local agency in facilitating contract awards to small businesses to provide for a small business preference of 5% in construction, the procurement of goods, or the delivery of services, and establishes a subcontracting participation goal for small businesses on contracts with a 5% preference for those bidders who meet the goal.</p> <p>Existing law authorizes each local agency to define a small business for the purposes of these preferences and goals. This bill would increase the above-described preference for small business to 7%. The bill, until January 1, 2024, would also establish preferences, in specified counties, for disabled veteran businesses and social enterprises, as defined, and would provide for the preferences to be a maximum of 7% for an individual preference and up to 15% for a single bid having 2 or more preferences. The bill would limit the value of a preference to a maximum of \$150,000 under these provisions. The bill would authorize a prime contractor, with the approval of the local agency, and subject to meeting specified conditions, to substitute another subcontractor for the purpose of meeting specified goals. The bill would require that the policy under which a prime contractor may substitute a subcontractor contain, among other things, a requirement that construction subcontractors awarded construction subcontracts be afforded all the protections of the Subletting and Subcontracting Fair Practices Act and a requirement that the condition qualifying the substitution be verified with the subcontractor. The bill would require each local agency within specified counties that chooses to grant a preference under these provisions to define a small business, disabled veteran business, and social enterprise and to define their eligibility for the purposes of these preferences and goals and to establish a certification process for social enterprises using specified criteria. The bill would also authorize each local agency to define a disabled veteran business and social enterprise and to define their eligibility for the purposes of these preferences and goals. This bill contains other related provisions.</p> | | Floor Analysis (text 8/24/2018) Support Oppose |

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| AB 2782 Friedman D California Environmental Quality Act. | 08/24/18 Chaptered by Secretary of State - Chapter 193, Statutes of 2018. 08/24/18 Approved by the Governor. | The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from compliance under CEQA housing projects that satisfy specified criteria. This bill would make a nonsubstantive change to definitions that apply in connection with the latter provision. | | |

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| AB 2851 Grayson D Lead exposure: abatement. | 8/28/2018-S. RLS. 8/28/2018-Senate Rule 29.3(b) suspended. (Ayes 26. Noes 11.) Re-referred to Com. on RLS. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS. | Existing law establishes an action for a public nuisance, which affects an entire community or neighborhood, or a considerable number of persons, although the extent of the annoyance or damage inflicted upon individuals may be unequal. Existing law authorizes a private party or a public body to bring an action to abate a public nuisance. This bill would specifically provide that the presence of lead-based paint on or in private or public residential properties or structures, whether considered individually, collectively, or in the aggregate, is not a public nuisance. The bill would provide that its provisions would not become operative unless the Secretary of State certifies to the California Department of Tax and Fee Administration prior to October 15, 2018, that the plaintiffs in People v. ConAgra Grocery Products Company (2017) 17 Cal.App.5th 51 have reached a binding settlement with all defendants. This bill would declare that it is to take effect immediately as an urgency statute. This bill contains other existing laws. | | Floor Analyses (text 5/25/2018) Support Oppose |
| AB 2865 Chiu D High-occupancy toll lanes: Santa Clara Valley Transportation Authority. | 8/30/2018-A. ENROLLMENT 8/30/2018-Senate amendments concurred in. To Engrossing and Enrolling. | Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Existing law provides for the review and approval by the commission of each proposed toll facility pursuant to eligibility criteria set forth in guidelines established by the commission and requires a toll facility approved by the commission to be subject to specified minimum requirements. Existing law requires revenue | | Floor Analysis (text 8/24/2018) Support Oppose |

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| | | <p>remaining after certain expenses are subtracted to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency. With regard to a facility sponsored by a regional transportation agency, existing law requires the regional transportation agency to develop an expenditure plan in consultation with the department and the governing board of the regional transportation agency to review and approve the expenditure plan and any updates. This bill would authorize the Santa Clara Transportation Valley Transportation Authority (VTA) to apply to the commission pursuant to the above-described provisions to conduct, administer, and operate HOT lanes or other toll facilities on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco if the San Francisco County Transportation Authority (SFCTA) approves the facilities before VTA submits an application to the commission for approval. The bill would require VTA to conduct, administer, and operate the facility in coordination with SFCTA. The bill would require SFCTA, in collaboration with the department and VTA, to develop the expenditure plan and would require the governing board of SFCTA to review and approve the expenditure plan and any updates. This bill would provide that those remaining revenues may also be used for projects that benefit the corridor, as specified. The bill would make other nonsubstantive and minor substantive changes. This bill contains other existing laws.</p> | | |

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| AB 2951 Gloria D Commuter benefit policies. | 2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19. | Existing law establishes a program that authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commuter benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commuter benefits. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance. This bill would make nonsubstantive changes to this program. | | |
| AB 2996 Fong R Department of Transportation: Job order contracting. | 3/12/2018- A. TRANS. 3/12/2018- Referred to Com. on TRANS. | The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. This bill, until July 1, 2022, would authorize the Department of Transportation to use job order contracting, an alternative procurement procedure, for certain types of highway maintenance work. The bill would require the department to establish a procedure to prequalify job order contractors, and to award work for renewable 12-month contract terms based on competitive sealed bids pursuant to a unit price book of tasks and job order contract specifications. The bill would also require the department to report annually to the Legislature on specified matters relating to job order contracts. | | |

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| AB 3059 Bloom D Congestion pricing demonstration pilot projects. | 3/12/2018- A. TRANS. 3/12/2018- Referred to Com. on TRANS. AMENDED IN ASSEMBLY APRIL 16, 2018 | (1)Existing law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits.This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions.This bill contains other related provisions and other existing laws. | | |

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| AB 3106 Nazarian D Autonomous vehicles. | 2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19. | Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make technical, nonsubstantive changes to those provisions. | | |
| AB 3107 Baker R State Air Resources Board: regulations. | 2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19. | Existing law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Existing law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would make a technical, nonsubstantive change to this provision. | | |

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| AB 3124 Bloom D Vehicles: length limitations: buses: bicycle transportation devices. | 06/01/18 Chaptered by Secretary of State - Chapter 22, Statutes of 2018. 06/01/18 Approved by the Governor. | Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. The bill would also make a conforming change in a related provision. | Support | |
| AB 3132 Chau D Autonomous vehicles. | 2/16/2018-A. PRINT 2/17/2018-From printer. May be heard in committee March 19. | Existing law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Existing law defines “autonomous technology” and “autonomous vehicle” for those purposes. This bill would make technical, nonsubstantive changes to those provisions | | |

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| AB 3135 Frazier D Traffic safety: state funding. | 8/30/2018- A. ENROLLMENT 8/30/2018- Senate amendments concurrent in. To Engrossing and Enrolling. | (1)The California Constitution requires the Governor to submit a budget for the ensuing fiscal year to the Legislature within the first 10 days of each regular session. Existing law requires that budget to contain a complete plan and itemized statement of all proposed expenditures of the state provided by existing law or recommended by the Governor, and of all estimated revenues, as specified. Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would require the annual budget proposed by the Governor, for the 2019–20 fiscal year to the 2023–24 fiscal year, inclusive, to include the level of funding and position authority necessary for the Department of the California Highway Patrol to add 120 approved officer positions each of those fiscal years.This bill contains other related provisions and other existing laws. | | Floor Analysis (text 8/6/2018) Support Oppose |
| AB 3155 Cooper D Public works: definition. | 3/12/2018-A. L. & E. 3/12/2018- Referred to Com. on L. & E. | Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor.This bill would expand the meaning of the term “public works” to include warranty work, and would include warranty work within the definition of “construction” as it is used to define “public works.” By expanding the definition of “public works,” the bill would expand the scope of a crime. The bill would also make technical, nonsubstantive changes.This bill contains other related provisions and other existing laws. | | |

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| AB 3201 Daly D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. | 05/25/18 In committee: Held under submission. 05/16/18 In committee: Set, first hearing. Referred to APPR. suspension file. | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects, including, among others, projects for zero- and near-zero-emission bus technology development, demonstration, precommercial pilots, and early commercial deployments. Existing law requires the state board, in consultation with the State Energy Resources Conservation and Development Commission, to create an annual framework and plan for the program. Existing law, for the purposes of the program, defines zero- and near-zero-emission to mean vehicles, fuels, and related technologies that reduce greenhouse gas emissions and improve air quality when compared with conventional or fully commercialized alternatives, as defined by the state board in consultation with the commission. This bill would add large-scale deployments to the program's list of eligible projects, require the annual framework and plan for the program to instead be a 5-year framework and plan, and revise the definition of zero- and near-zero-emission to include infrastructure that reduces greenhouse gas emissions and improves air quality when compared with conventional or fully commercialized alternatives. | Watch | |

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| ACA 3 Kiley R Elections: initiatives and referenda. | 4/20/2017-A. E. & R. 1/3/2018-From committee: Without further action pursuant to Joint Rule 62(a). | The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Before the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. Existing statutory law also directs the Attorney General to prepare the ballot label, and the ballot title and summary that is included in the state voter information guide, for each measure that appears on a statewide ballot. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum. The measure would also require, for each measure that appears on a statewide ballot, that the Legislative Analyst to prepare the ballot label, and the ballot title and summary for the ballot pamphlet. | Watch | Elections And Redistricting (text 5/16/2017) Support California Common Cause Howard Jarvis Taxpayers Association League of Women Voters of California Oppose Attorney General Xavier Becerra California Professional Firefighters |

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| SB 100 De León D California Renewables Portfolio Standard Program: emissions of greenhouse gases. | 8/29/2018- S. ENROLLMENT 8/29/2018- Assembly amendments concurred in. (Ayes 25. Noes 13.) Ordered to engrossing and enrolling. | (1)Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. The California Renewables Portfolio Standard Program requires the PUC to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieve 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The Legislature has found and declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030. This bill would revise the above-described legislative findings and declarations to state that the goal of the program is to achieve that 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. The bill would require that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatthours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. This bill contains other related provisions and other existing laws. | | Floor Analyses (text 8/20/2018) Support Oppose |

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| SB 119 Committee on Budget and Fiscal Review Budget Act of 2017. | 1/4/2018- A. BUDGET 1/4/2018-From inactive file. Re-referred to Com. on BUDGET. | The Budget Act of 2017 made appropriations for the support of state government for the 2017–18 fiscal year.This bill would amend the Budget Act of 2017 by amending and adding items of appropriation.This bill would declare that it is to take effect immediately as a Budget Bill. | Watch Watch | Budget (text 9/11/2017) Support Broad and Gusman, LLP, on behalf of UNITE-HERE, AFL-CIO, CA Conference of Machinists, Utility Workers of America, International Longshore & Warehouse Union, Engineers and Scientists of CA, IFPTE Local 20, AFL-CIO, Professional & Technical Engineers, IFPTE Local 21, AFL-CIO, CA Conference Board of the Amalgamated Transit Union California Labor Federation California State University California Teamsters Public Affairs Council California Trucking Association International Longshore and Warehouse Union Los Angeles and Long Beach (Local 13, 63 and 94) The United Nurses Associations of California / Union of Health Care Professionals (UNAC / UHCP) Oppose |

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| | | | | California Manufacturers and Technology Association Global Automakers |
| SB 120 Roth D Water conveyance: use of facility with unused capacity. | 8/31/2018- S. APPR. 8/31/2018- Withdrawn from committee. Re-referred to Com. on RLS. From committee: Be re-referred to Com. on APPR. pursuant to Senate Rule 29.10(d). (Ayes 5. Noes 0.) Re-referred to Com. on APPR. In committee: That the measure be held in committee pursuant to Senate Rule 29.10(d). | Existing law prohibits the state or a regional or local public agency from denying a bona fide transferor of water from using a water conveyance facility that has unused capacity for the period of time for which that capacity is available, if fair compensation is paid for that use and other requirements are met. This bill would, notwithstanding that provision, prohibit a transferor of water from using a water conveyance facility that has unused capacity to transfer water from a groundwater basin underlying desert lands, as defined, that is in the vicinity of specified federal lands or state lands to outside of the groundwater basin unless the State Lands Commission, in consultation with the Department of Fish and Wildlife, finds that the transfer of the water will not adversely affect the natural or cultural resources of those federal and state lands. | Watch | Appropriations (text 8/24/2018) Support Oppose |

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| SB 121 Committee on Budget and Fiscal Review Education: Child care: individualized county child care subsidy plans: the Every Kid Counts (EKC) Act. | 3/12/2018- A. INACTIVE FILE 3/12/2018- Ordered to inactive file on request of Assembly Member Calderon. | <p>(1)The Child Care and Development Services Act has a purpose of providing a comprehensive, coordinated, and cost-effective system of child care and development services for children from infancy to 13 years of age and their parents, including a full range of supervision, health, and support services through full- and part-time programs. Existing law requires the Superintendent of Public Instruction to develop standards for the implementation of quality child care programs. Existing law authorizes the Counties of Alameda, Contra Costa, Fresno, Marin, Monterey, San Benito, San Diego, Santa Clara, Santa Cruz, Solano, and Sonoma, as individual pilot projects, to develop an individualized county child care subsidy plan, as provided. Existing law repeals each of these pilot programs on specified dates.This bill would repeal, recast, and revise the law relating to the above-specified counties' individualized subsidy plans and make related conforming changes, as provided. The bill would extend the operative dates of the individualized pilot programs by 6 months.(2)Existing law authorizes the City and County of San Francisco and the City of San Mateo to develop and implement individualized county child care subsidy plans that include specified elements. Existing law authorizes the plans to supersede state law concerning child care subsidy programs with regard to specified factors, including eligibility criteria, as provided.This bill would, among other things, make changes to the eligibility criteria and would allow the plans to supersede state law on ratios of 4-year-old children in state preschool programs.(3)This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Alameda, Contra Costa, Fresno, Marin, Monterey, San Benito, San Diego, Santa Clara, Santa Cruz, Solano, and Sonoma.(4)Existing law establishes the Every Kid Counts (EKC) Act, which requires the Scholarshare Investment Board to implement and administer a college savings program that incentivizes families to participate in a qualified tuition program established under the Golden State Scholarshare Trust Act or other college savings programs. Before implementing the program, existing law requires the board to make specified considerations, including how best to incentivize low-income families to participate in these college savings programs and whether and how proposed actions allow for rigorous evaluation of the effects of the EKC Act. Existing law requires the board and the Franchise Tax Board to exchange prescribed information in order to verify financial eligibility under these college savings programs.This bill would revise and recast the act to instead, among other things, require the Student Aid Commission to distribute grants to local governments and other entities that sponsor one or more comprehensive citywide or regional children's savings account programs to help</p> | | Floor Analysis (text 3/1/2018) Support Oppose |

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| SB 224 Jackson D Personal rights: civil liability and enforcement. | 8/30/2018- S. ENROLLMENT 8/30/2018- Assembly amendments concurrent in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling. | Existing law establishes liability for sexual harassment when the plaintiff proves specified elements, including, among other things, that there is a business, service, or professional relationship between the plaintiff and defendant and there is an inability by the plaintiff to easily terminate the relationship. Existing law states that a relationship may exist between a plaintiff and certain persons, including an attorney, holder of a master's degree in social work, real estate agent, and real estate appraiser. This bill would include within the elements in a cause of action for sexual harassment when the plaintiff proves, among other things, that the defendant holds himself or herself out as being able to help the plaintiff establish a business, service, or professional relationship with the defendant or a 3rd party. The bill would eliminate the element that the plaintiff prove there is an inability by the plaintiff to easily terminate the relationship. The bill would include an investor, elected official, lobbyist, director, and producer among those listed persons who may be liable to a plaintiff for sexual harassment. This bill contains other related provisions and other existing laws. | | Floor Analyses (text 8/23/2018) Support Oppose |

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| SB 268 Mendoza D Los Angeles County Metropolitan Transportation Authority. | 9/5/2017-A. L. GOV. 9/5/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV. | Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors that consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles City Council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the Los Angeles County Board of Supervisors, and a nonvoting member appointed by the Governor. This bill would require the authority, the Los Angeles County Division of the League of California Cities, the California Contract Cities Association, and the Los Angeles County City Selection Committee to prepare and provide to the Legislature by December 1, 2018, a plan agreed to by at least 3 of these entities, for reorganizing the membership of the authority to include 22 members, and to provide equitable and proportional voting representation for each area of the county on the authority, including more representation for cities other than the City of Los Angeles. The bill would require the plan to provide for the reconstitution of the authority no later than January 1, 2020. The bill, commencing on January 1, 2020, would require the membership of the authority to be reconstituted pursuant to the plan. The bill, if a plan is not submitted or is not implemented, would, commencing on January 1, 2020, provide for the authority to consist of 22 members, including the 5 members of the Los Angeles County Board of Supervisors, the Mayor of the City of Los Angeles, 5 members of the Los Angeles City Council and one public member appointed by the mayor, one member appointed by the City of Long Beach, 8 members from cities other than Los Angeles appointed by the Los Angeles County City Selection Committee, and one nonvoting member appointed by the Governor. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office. The bill would also delete, on January 1, 2020, the requirement for the authority to submit a plan to the Legislature if the number of members of the board of supervisors is increased. This bill contains other related provisions and other existing laws. | Oppose | Local Government (text 6/20/2017) Support California Contract Cities Association Cities of Carson, La Mirada, Pico Rivera, and Torrance Councilmember John Mirisch, City of Beverly Hills Gateway Cities Council of Governments (GCCOG) League of California Cities, Los Angeles County Division Oppose Cities of Azusa, Glendale, Glendora, and West Hollywood Fixing Angelenos Stuck in Traffic (FAST) HDR Engineering Individual letters Jobs to Move America LA and Orange Counties Building Trades Las Virgenes-Malibu Council of Governments Los Angeles Area Chamber of Commerce Los Angeles County Board of Supervisors Los Angeles County Metropolitan Transportation Authority Los Angeles/Orange Counties Building and Construction Trades Council Lynn Capouya, Inc. Mayor Eric Garcetti, City of Los Angeles Michael Baker International Mobility 21 Orange County Business Council Parsons Corporation Riverside County Transportation Commission San Bernardino County Transportation Authority San Fernando Valley Council of Governments Sheet Metal Air Rail and Transportation Workers, General Committee of Adjustment 875 Southern California Pipe Trades District Council No. 16 Southern California Regional Rail Authority State Building and Construction Trades Council of California Valley Industry and Commerce Association (VICA) |

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| SB 414 Vidak R Transportation bonds: highway, street, and road projects. | 2/23/2017-S. T. & H. 2/1/2018- Returned to Secretary of Senate pursuant to Joint Rule 62(a). | Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to cities and counties for transportation and local transit projects, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become | | Transportation And Housing (text 1/3/2018) Support Citizens for California High-Speed Rail Accountability Community Coalition on High-Speed Rail DERAILED Howard Jarvis Taxpayers Association One individual Tos Farms Inc. Oppose California Labor Federation State Building and Construction Trades Council of California |

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| | | effective only upon approval by the voters at the June 5, 2018, statewide primary election.This bill contains other related provisions. | | |

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| SB 502 Portantino D Commuter rail systems: availability of automated external defibrillators: Construction Manager/General Contractor Project delivery method: Metrolink commuter rail projects. | 8/31/2018-S. DESK 8/31/2018-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Re-referred to Com. on RLS. pursuant to Senate Rule 29.10(d). From committee: Be re-referred to Com. on T. & H. pursuant to Senate Rule 29.10(d). (Ayes 5. Noes 0.) Re-referred to Com. on T. & H. From committee: That the Assembly amendments be concurred in. (Ayes 12. Noes 0.) | (1)Existing law governing public contracting authorizes regional transportation agencies, as defined, to use the Construction Manager/General Contractor (CM/GC) project delivery method, as specified, to design and construct certain projects if there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method and the board of the regional transportation agency adopts the CM/GC method in a public meeting. Existing law defines “project” for these purposes to mean the construction of an expressway that is not on the state highway system, the construction of specified bridges that are not on the state highway system, specified projects in the County of Riverside, and the construction, alteration, repair, rehabilitation, or improvement of the Golden Gate Bridge. Existing law defines the term “regional transportation agency” for these purposes to include specified entities and specified categories of entities. Existing law requires that specified information provided to a regional transportation agency under the CM/GC method be verified under oath.This bill would include in the definition of “project” a Metrolink commuter rail project. By expanding the scope of the existing crime of perjury, the bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws. | Watch | Transportation And Housing (text 8/27/2018) Support Southern California Regional Rail Authority Oppose None |

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| SB 699 Galgiani D Public Safety Officers Procedural Bill of Rights Act: coroners. | 6/7/2018-A. RLS. 6/12/2018-June 12 set for first hearing canceled at the request of author. | (1)Existing law, the Public Safety Officers Procedural Bill of Rights Act, grants public safety officers, as defined, a variety of administrative and procedural employment protections. The act excludes certain coroners and deputy coroners, who are defined as peace officers in specified circumstances, from the application of its provisions. This bill would include coroners and deputy coroners, as specified, within the application of the Public Safety Officers Procedural Bill of Rights Act. By creating new duties for local agencies in connection with the act, this bill would impose a state-mandated local program.This bill contains other existing laws. | | Floor Analyses (text 5/26/2017) Support Oppose |
| SB 789 Bradford D California Environmental Quality Act: sports and entertainment project. | 9/8/2017-A. NAT. RES. 9/12/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on NAT. RES. | (1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes administrative procedures for the review and certification of the EIR for a project and judicial review procedures for any action or proceeding brought to challenge the lead agency's decision to certify the EIR or to grant project approvals.This bill would establish specified administrative and judicial review procedures for the administrative and judicial review of the EIR and approvals granted for a project related to the development of a specified sports and entertainment project in the City of Inglewood. Because the lead agency would be required to use these alternative | Watch | Natural Resources (text 9/1/2017) Support California Legislative Black Caucus California State Association of Electrical Workers California State Pipe Trades Council City of Inglewood Inglewood Police Management Association Inglewood Police Officers Association Painters & Allied Trades District Council 36 Three individuals Western States Council of Sheet Metal Workers Oppose Audubon California California Coastal Protection Network California League of Conservation Voters California Native Plant Society Center for Biological Diversity Clean Water Action Coalition for Clean Air |

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| | | <p>procedures for administrative review of the EIR if the project applicant so chooses, this bill would impose a state-mandated local program. The bill would exempt from the requirements of CEQA a guideway project intended for development with the specified sports and entertainment project. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. The bill would specify that certain impacts shall not be considered as having significant environmental impacts if certain conditions are met. This bill contains other related provisions and other existing laws.</p> | | <p>Earthjustice East Yard Communities for Environmental Justice Friends of the Earth US Judicial Council of California MSG Forum, LLC Natural Resources Defense Council (NRDC) Planning and Conservation League Rodeway Inn & Suites Safe Routes to School National Partnership Sierra Club California Southern California Watershed Alliance Transform Trust for Public Lands Uplift Inglewood Coalition</p> |

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| SB 827 Wiener D Planning and zoning: transit-rich housing bonus. | 1/16/2018-S. T. & H. 3/1/2018-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. | <p>The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor. The bill would exempt an eligible applicant who receives a transit-rich housing bonus from various requirements, including maximum controls on residential density, maximum controls on floor area ratio that are lower than a specified amount, minimum automobile parking requirements, maximum height limitations, and zoning or design controls that have the effect of limiting additions onto existing structures or lots that comply with those maximum floor area ratios and height limitations. The bill would require an eligible applicant who receives a transit-rich housing bonus to provide benefits to eligible displaced persons who are displaced by the development, including requiring the applicant to offer a right to remain guarantee to those tenants, and to make payments to eligible displaced persons for moving and related expenses as well as for relocation benefits. The bill would also require an eligible applicant to submit a relocation benefit and assistance plan for approval to the applicable local government to that effect, and to provide specified information and assistance to eligible displaced persons. This bill contains other related provisions and other existing laws.</p> | | |

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| SB 957 Lara D Vehicles: high-occupancy vehicle lanes. | 8/30/2018-S. ENROLLMENT 8/30/2018-Assembly amendments concurred in. (Ayes 32. Noes 4.) Ordered to engrossing and enrolling. | Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Existing law also authorizes, until January 1, 2019, ultra-low emission vehicles (ULEVs), and until September 30, 2025, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first, super ultra-low emission vehicles (SULEVs), enhanced advanced technology partial zero-emission vehicles (enhanced AT PZEVs), or transitional zero-emission vehicles (TZEVs), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. Existing law makes it a crime to drive one of those vehicles in an HOV lane without properly displaying the issued identifier and having the vehicle registration with the vehicle, or to operate or own a vehicle displaying an identifier if the identifier was not issued for that vehicle. Existing law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Existing law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued commencing January 1, 2020, until January 1, 2024, to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1, 2024, if the applicant for the identifier has a household income at or below 80% of the state median income. The bill would require the Department of Motor Vehicles to report to the Legislature the number of identifiers issued pursuant to those provisions, and would require the report to be issued after January 1, 2023, but before June 1, 2023. The bill would prohibit a person who obtained an identifier for a vehicle prior to January 1, 2017, from obtaining another identifier pursuant to those provisions, notwithstanding the person's qualifying income. The bill would also make a conforming change and technical, nonsubstantive changes. | | Floor Analyses (text 8/20/2018) Support Oppose |

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| SB 961 Allen D Enhanced infrastructure financing districts. | 8/31/2018- S. ENROLLMENT 8/31/2018- Assembly amendments concurrent in. (Ayes 38. Noes 1.) Ordered to engrossing and enrolling. | (1)Existing law establishes procedures for the formation of infrastructure financing districts, enhanced infrastructure financing districts, infrastructure and revitalization financing districts, and community revitalization and investment authorities, as specified, to undertake various economic development projects, including financing public facilities and infrastructure, affordable housing, and economic revitalization. Existing law authorizes the issuance of bonds for the funding of these purposes, and, in the case of an enhanced infrastructure financing district, requires voter approval, as specified, for the issuance of those bonds. Existing law, the Neighborhood Infill Finance and Transit Improvements Act, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate, under specified circumstances, tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law. This bill would enact the Second Neighborhood Infill Finance and Transit Improvements Act, which would similarly authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if the area to be financed is within one-half mile of a major transit stop, as specified, and, among other things, certain | Support if Amended | Floor Analyses (text 8/24/2018) Support Oppose |

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| | | conditions relating to housing and the infrastructure financing plan are or will be met. The bill would authorize bonds to be issued for the purposes of the Second Neighborhood Infill Finance and Transit Improvements Act without voter approval. The bill would require an enhanced infrastructure financing district utilizing these provisions to follow specific notice, protest, and election proceedings for the adoption of the infrastructure financing plan. This bill contains other related provisions and other existing laws. | | |
| SB 980 Cannella R High-occupancy vehicle lanes. | 2/1/2018-S. RLS. 2/14/2018- Referred to Com. on RLS. | Under existing law, the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, may authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified, and are required to place and maintain signs and other traffic control devices to designate those exclusive or preferential lanes, the applicable vehicle occupancy levels, and the hours of high-occupancy vehicle use, as specified. This bill would make technical, nonsubstantive changes to those provisions. | | |

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| SB 1000 Lara D Transportation electrification: electric vehicle charging infrastructure. | 8/30/2018-S. ENROLLMENT 8/30/2018-Ordered to special consent calendar. Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling. | (1)Existing law, the Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a general plan for the physical development of the county or city and authorizes the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities. This bill would prohibit a city, county, or city and county from restricting which types of electric vehicles may access an electric vehicle charging station approved for passenger vehicles that both is publicly accessible and the construction of which was funded, at least in part, by the state or through moneys collected from ratepayers.This bill contains other related provisions and other existing laws. | | Floor Analyses (text 8/20/2018) Support Oppose |
| SB 1088 Dodd D Safety, reliability, and resiliency planning: general rate case cycle. | 7/5/2018-A. RLS. 7/5/2018-Re-referred to Com. on RLS. pursuant to Assembly Rule 96. | Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law authorizes the commission, after a hearing, to require every public utility to construct, maintain, and operate its line, plant, system, equipment, apparatus, tracks, and premises in a manner so as to promote and safeguard the health and safety of its employees, passengers, customers, and the public. Existing law requires electrical corporations to annually prepare and submit a wildfire mitigation plan to the commission for review. Existing law requires the commission to establish standards for disaster and emergency preparedness plans, as specified, and requires an electrical corporation to develop, adopt, and update an emergency and disaster preparedness plan, as specified.This bill would require the office, in consultation with specified public entities, by September 30, 2019, to adopt standards for reducing risks from a major | | Governmental Organization (text 6/12/2018) Support California Building Industry Association California Labor Federation California State Association of Counties California State Association of Electrical Workers California State Pipe Trades Council Coalition of California Utility Employees Congress of California Seniors Engineers and Scientists of California Napa County Legislative Subcommittee Pacific Gas & Electric Company (PG&E) San Diego Gas and Electric Santa Barbara County Board of Supervisors Sierra Business Council Sonoma County Board of Supervisors Southern California Edison State Building and Construction Trades Council of California Utility Workers Union of America Oppose |

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| | | <p>event, as defined. The bill would require those standards to include model policies that may be undertaken by local governments regarding, among other things, defensible space, and actions that may be undertaken by an electrical or gas corporation, a local publicly owned electric or gas utility, or a water utility to reduce the risk of fire occurring during a major event. The bill would require the office to update the standards at least once every 2 years. This bill contains other related provisions and other existing laws.</p> | | <p>Agricultural Energy Consumers Association American Pistachio Growers Asian Pacific Environmental Network California Association of Winegrape Growers California Community Choice Association California Cotton Ginners and Growers Association Inc. California Environmental Justice Alliance California Farm Bureau Federation California Fresh Fruit Association California Large Energy Consumers Association California League of Food Producers California Manufacturers and Technology Association California Natural Gas Producers Association California Retailers Association Center for Community Action and Environmental Justice Central Coast Alliance United for a Sustainable Economy Communities for a Better Environment Consumer Federation of California Far West Equipment Dealers Association Frontier Communications Office of Ratepayer Advocates People Organizing to Demand Environmental & Economic Rights Physicians for Social Responsibility - Los Angeles TURN - The Utility Reform Network Western Agricultural Processors Association Western Growers Association Western States Petroleum Association</p> |

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| SB 1119 Beall D Low Carbon Transit Operations Program. | 8/28/2018-S. ENROLLMENT 8/28/2018-In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling. | Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by the Department of Transportation, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility.This bill would waive the above requirement if the recipient transit agencies expend the funding provided on certain transit activities.This bill contains other existing laws. | | Floor Analyses (text 8/6/2018) Support Oppose |

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| SB 1172 Beall D High-Speed Rail Authority: property acquisition: capital outlays: public contracts: county assessor's records. | 8/31/2018- S. ENROLLMENT 8/31/2018- Assembly amendments concurred in. (Ayes 25. Noes 13.) Ordered to engrossing and enrolling. | Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in bonds for high-speed rail train capital projects and other associated purposes. The California Constitution permits the taking of private property for public use only when just compensation is paid. The Eminent Domain Law prescribes the procedures for the exercise of that constitutionally authorized power. Under that law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets specified requirements. Existing law defines "governing body" for these purposes with respect to various state and local public entities. This bill would specify that the State Public Works Board is the "governing body" for these purposes for a taking by the High-Speed Rail Authority. | | Floor Analyses (text 8/23/2018) Support Oppose |

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| SB 1209 Leyva D California Global Warming Solutions Act of 2006: rules and regulations. | 2/15/2018-S. RLS. 3/1/2018- Referred to Com. on RLS. | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would make a technical, nonsubstantive change to these provisions. | | |
| SB 1244 Wieckowski D Public records: disclosure. | 8/20/2018- S. ENROLLED 8/20/2018- Enrolled and presented to the Governor at 4 p.m. | The California Public Records Act requires a public agency, defined to mean a state or local agency, to make its public records available for public inspection and to make copies available upon request and payment of a fee, unless the public records are exempt from disclosure. The act makes specified records exempt from disclosure and provides that disclosure by a state or local agency of a public record that is otherwise exempt constitutes a waiver of the exemptions. This bill would replace "plaintiff" with "requester" in that provision, would make conforming changes, and would specify that these provisions do not preclude the award of fees and costs pursuant to other provisions of law. This bill contains other existing laws. | | Floor Analyses (text 7/5/2018) Support Oppose |

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| SB 1262 Beall D Construction Manager/General Contractor project delivery method: Department of Transportation. | 8/30/2018- S. ENROLLED 8/30/2018- Enrolled and presented to the Governor at 5 p.m. | Existing law authorizes the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method (CM/GC method), as specified, for projects for the construction of a highway, bridge, or tunnel. Existing law authorizes the department to use the CM/GC method on up to 12 projects, 10 of which are required to have construction costs greater than \$10,000,000. Existing law also authorizes the department to enter into a contract using this method on 12 additional projects, 2 of which are required to be authorized for projects in the County of Riverside, as prescribed. This bill would remove the cap on the number of projects for which the department is authorized to use the CM/GC method and make conforming changes to existing provisions. The bill would impose the requirement to use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the CM/GC method. The bill would require the department to submit an interim report no later than July 1, 2021, that describes each Construction Manager/General Contractor project approved under these provisions as of January 1, 2021, and that provides specified relevant data with respect to those projects, and a final report to the Legislature no later than July 1, 2025, that provides the same relevant data for projects approved under these provisions as of January 1, 2025. The bill would require both the interim and final reports to include a comprehensive assessment on the effectiveness of the Construction Manager/General Contractor project delivery method relative to project cost and time savings. This bill contains other related provisions and other existing laws. | | Floor Analyses (text 8/6/2018) Support Oppose |

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| SB 1328 Beall D Mileage-based road usage fee. | 8/29/2018-S. ENROLLMENT 8/29/2018-Assembly amendments concurred in. (Ayes 27. Noes 12.) Ordered to engrossing and enrolling. | Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to continue to assess the potential for mechanisms, including, but not limited to, a mileage-based revenue collection system, to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system. The bill would, instead, require the committee to gather public comment related to the assessment of those mechanisms. | | Floor Analyses (text 6/4/2018) Support Oppose |
| SB 1342 Cannella R Autonomous vehicles. | 2/16/2018-S. RLS. 3/1/2018-Referred to Com. on RLS. | Existing law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Existing law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions | | |

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| SB 1376 Hill D Transportation network companies: accessibility for persons with disabilities. | 8/30/2018- S. ENROLLMENT 8/30/2018- Assembly amendments concurred in. (Ayes 30. Noes 8.) Ordered to engrossing and enrolling. | <p>The Passenger Charter-party Carriers' Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. The act also defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers. A violation of the act or a rule of the Public Utilities Commission with regard to charter-party carriers is generally a misdemeanor and subject to a fine of not less than \$1,000 and not more than \$5,000 or by imprisonment in a county jail for not more than 3 months, or by both that fine and imprisonment. This bill would require the commission, as part of its regulation of transportation network companies (TNCs), to establish a program in a new or existing proceeding relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV). As part of the program, the bill would require the commission, by January 1, 2019, to begin conducting workshops with stakeholders in order to determine community WAV demand and WAV supply and to develop and provide recommendations regarding specified topics for programs for on-demand services and partnerships. The bill would require each TNC, by July 1, 2019, to pay on a quarterly basis to the commission an amount equivalent to, at a minimum, \$0.05 for each TNC trip completed using the TNC's online-enabled application or platform that originates in one of the geographic areas selected by the commission for inclusion in the program and would authorize the commission to adjust that fee in each geographic area to different levels based on the cost of providing adequate WAV service within the geographic area. The bill would exempt a TNC from payment of the fee in a geographic area if the TNC meets the level of WAV service designated by the commission for that geographic area, as specified, and would require the commission to reduce the amount of money a TNC is required to pay if it meets certain requirements. The bill would require moneys collected by the commission to be deposited in the TNC Access for All Fund, which the bill would create, and would continuously appropriate moneys deposited in the fund to the commission for purposes of the program. The bill would require the commission to distribute funds from the TNC Access for All Fund on a competitive basis to access providers that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities in the geographic areas selected by the commission. The bill would require the commission to authorize no more than 2% of existing funds collected from TNCs and deposited in the Public Utilities Commission Transportation Reimbursement Account to be distributed to accessibility advocates who provide a substantial contribution to the proceeding, thereby making an appropriation. The bill would require the commission to report to the Legislature by January 1, 2024, on the compliance with these provisions and on the effectiveness of the on-demand transportation programs or partnerships funded pursuant to these provisions. The bill would authorize the commission to hire an independent entity to administer the program and to complete the report to the Legislature. This bill contains other related provisions and</p> | | Floor Analyses (text 8/23/2018) Support Oppose |

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| SB 1403 Lara D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. | 8/30/2018- S. ENROLLMENT 8/30/2018- Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling. | (1)The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, commencing with the funding plan for the 2019–20 fiscal year of the Air Quality Improvement Program, would require the state board to include a 3-year investment strategy for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting certain goals. The bill would require the funding plan to include information related to milestones achieved by the state’s schoolbus incentive programs and the projected need for funding. This bill contains other related provisions and other existing laws. | | Floor Analyses (text 8/23/2018) Support Oppose |
| SB 1427 Hill D Discrimination: veteran or military status. | 8/28/2018- S. ENROLLED 8/28/2018- Enrolled and presented to the Governor at 3:30 p.m. | Existing law declares that housing discrimination on the basis of race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, or genetic information is against public policy. This bill would state findings and declarations of the Legislature regarding the importance of housing for veterans and its priority and declare that housing discrimination on the basis of veteran or military status is against public policy. This bill contains other related provisions and other existing laws. | | Floor Analyses (text 8/16/2018) Support Oppose |

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| SB 1434 Leyva D Transportation electrification: electricity rate design. | 08/16/18 August 16 hearing: Held in committee and under submission. 08/08/18 August 8 set for first hearing. Placed on suspense file. | <p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers.This bill would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes. The bill would require that a rate design proposed by an electrical corporation seek to minimize overall costs and maximize overall benefits to transit agencies and would require the commission to approve, or modify and approve, rate design applications, if they are consistent with this requirement and are in the interests of ratepayers.This bill contains other existing laws.</p> | SUPPORT | Sponsor: California Transit Association |

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| SB 1463 Moorlach R California Global Warming Solutions Act of 2006: scoping plan: Greenhouse Gas Reduction Fund. | 4/18/2018-S. E.Q. 4/18/2018-April 18 set for first hearing. Failed passage in committee. (Ayes 2. Noes 5.) Reconsideration granted. | <p>(1)The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.(2)The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project.This bill would continuously appropriate 25% of the annual proceeds of the fund to counties, with an equal percentage to each county. The bill would require counties, within 60 days of receiving an appropriation from the fund, to develop a specified plan to allocate the moneys, as specified. The bill would require counties to post the allocation plan on their Internet Web sites in real time and would require the California State Auditor’s Office to conduct an annual audit of each county. The bill would require the Department of Finance to redistribute any moneys that are unencumbered within 2 years of the appropriation in an equal percentage to those counties that have fully encumbered moneys within 2 years of receiving the appropriation. By adding to the duties of local governments, this bill would impose a state-mandated local program.(3)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated</p> | | Environmental Quality (text 3/22/2018) Support None Oppose None |

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| SB 1478 Leyva D California Global Warming Solutions Act of 2006. | 2/16/2018-S. RLS. 3/8/2018- Referred to Com. on RLS. | The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. This bill would make a technical, nonsubstantive change to that provision. | | |
| SB 1479 Stern D Los Angeles County Metropolitan Transportation Authority. | 04/23/18 April 25 set for first hearing canceled at the request of author. 04/13/18 Set for hearing April 25. | Existing law creates the Los Angeles County Metropolitan Transportation Authority with certain powers and duties relative to transportation planning and programming, and the operation of transit service. Existing law provides that the authority is the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. Existing law provides that the authority, at a minimum, reserves to itself exclusively specified powers and responsibilities, including, among other things, approval of labor contracts covering employees of the authority and organizational units of the authority and the approval of transportation zones. This bill would make nonsubstantive changes to these provisions. | Sponsor | |

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| SCA 6 Wiener D Local transportation measures: special taxes: voter approval. | 5/25/2017- S. APPR. SUSPENSE FILE 5/25/2017-May 25 hearing: Held in committee and under submission. | The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws. | | Appropriations (text 5/1/2017) Support Oppose |

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| SCA 12 Mendoza D Counties: governing body: county executive. | 9/14/2017- A. DESK 9/14/2017-Read. Adopted. (Ayes 27. Noes 7. Page 2898.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk. | (1)The California Constitution requires that a county charter provide for a governing body of 5 or more members, elected by district, at large, or at large with a requirement that they reside in a district, and provide for the compensation, terms, and removal of members of the governing body. Existing law also requires a general law county to have a board of supervisors consisting of 5 members, and requires, except as provided, each member of the board of supervisors to be elected by the district which the member represents.This measure would, commencing January 1, 2022, in a county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 5,000,000, require, and deem any applicable law, including a county charter, to require, a governing body consisting of the greater of either 5 members or a sufficient number of members so as to ensure that each member represents a district containing a population equivalent to no more than 2 districts in the United States House of Representatives. The measure would require that the members of the governing body serve for a term of 4 years and limit election to the governing body to no more than 3 terms. The measure would also provide that, in such a county, the expenditures for the governing body and its staff may not exceed, for any subsequent fiscal year after the release of the census finding that the county has a population of more than 5,000,000, the amount that was allocated for the expenses of the governing body and its staff in the county’s adopted budget for the fiscal year in which that same census was conducted, unless adjusted as provided.This bill contains other related provisions and other existing laws. | Watch | Floor Analyses (text 6/27/2017) Support Oppose |

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| SCA 20 Glazer D Local sales taxes: online sales. | 5/22/2018- S. APPR. SUSPENSE FILE 8/16/2018- August 16 hearing: Held in committee and under submission. | The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose a local sales and use tax in accordance with that law for tangible personal property sold at retail in the county or city, or purchased for storage, use, or other consumption in the county or city. Existing law requires the city tax rate to be credited against the county rate so that the combined rate does not exceed 1.25%. Existing law requires the county or city to contract with the California Department of Tax and Fee Administration for the administration of the taxes and requires the department to transmit those taxes to the city or county. This measure would provide that, on and after January 1, 2020, for the purpose of distributing the revenues derived under a sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer, as defined, that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser. This bill contains other existing laws. | Watch | Appropriations (text 4/23/2018) Support Oppose |

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| BILL/AUTHOR | DESCRIPTION | STATUS |
| SENATE BILL 2320 Senator John Cornyn (R-TX) And Senator Mark Warner (D-VA) | “BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT The U.S. Department of Transportation (USDOT) currently has a statutory cap (\$15 billion) on the amount of Private Activity Bonds available for approval to finance infrastructure projects. USDOT has approved \$10.8 billion in Private Activity Bonds, currently leaving just under \$5 billion available nationwide. It is expected that future project approvals throughout the nation will continue to decrease the amount of Private Activity Bonds available. S. 2320 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval. | SENATE – REFERRED TO THE COMMITTEE ON FINANCE |
| HOUSE RESOLUTION 1458 REPRESENTATIVE EARL BLUMENAUER (D-OR) | “RAISE IT ACT” The federal government’s Highway Trust Fund is facing solvency issues and is increasingly reliant on general fund transfers from the U.S. Treasury. According to the Congressional Budget Office, the “trust fund will have insufficient resources to meet all of its obligations, resulting in steadily accumulating shortfalls.” Furthermore, the Congressional Budget Office estimates that the Highway Trust Fund will incur negative balances by the end of Fiscal Year 2020. Approving a solution to ensure solvency of the Highway Trust Fund will be a critical task for Congress to address as the current surface transportation authorization bill expires September 30, 2020. | HOUSE – REFERRED TO THE COMMITTEE ON WAYS AND MEANS |

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**Los Angeles County Metropolitan Transportation Authority (Metro)
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| <p>H.R. 3001</p> <p>U.S. Representative Alan Lowenthal (D-Long Beach)</p> | <p>ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT</p> <p>Would establish a Freight Transportation Infrastructure Trust Fund and create freight specific formula and competitive grant program for multimodal projects. In 2015, Congress passed the bipartisan Fixing America’s Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation’s infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated to specific uses that will improve infrastructure.</p> | <p>House - 06/23/2017 Referred to the Subcommittee on Water Resources and Environment.</p> |
| <p>H.R. 3388</p> <p>U.S. Representative Robert e. Latta (R-Ohio)</p> | <p>SELF DRIVE Act Designating Each Car's Automation Level Act or the DECAL Act</p> <p>This bill requires the Department of Transportation (DOT) to: complete research to determine the most cost effective method and terminology for informing consumers about the capabilities and limitations of each highly automated vehicle or each vehicle that performs partial driving automation; and determine whether such information includes terminology as defined by SAE International in Recommended Practice Report J3016 (published September 2016) or alternative terminology. After completion of such research, DOT shall initiate a rulemaking proceeding to require manufacturers to inform consumers about such information.</p> <p>The bill defines: (1) a "highly automated vehicle" as a motor vehicle, other than a commercial motor vehicle, that is equipped with an automated driving system; and (2) an "automated driving system" as the hardware and software of a vehicle that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether such system is limited to a specific operational design domain.</p> | <p>Senate - 09/07/2017 Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation</p> |

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| <p>H.R. 6016</p> <p>U.S. Representative Grace Napolitano (D-El Monte)</p> | <p>THE BUS OPERATOR AND PEDESTRIAN ACT</p> <p>Would give transit agencies two years to develop a Bus Operations Safety Risk Reduction Program in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT).</p> <p>The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs:</p> <ul style="list-style-type: none"> • Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators • De-escalation training for bus operators • Modified bus specifications and retrofits to reduce visibility impairments • Driver assistance technology that reduces accidents • Installation of enhanced bus driver seating to reduce ergonomic injuries <p>This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT’s National Transit Database (NTD).</p> | <p>7/29/18 – Metro Board approves Support Work With Author position</p> <p>House - 06/07/2018 Referred to the Subcommittee on Highways and Transit</p> |
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| <p>H.R. 3305</p> <p>U.S. House of Representative Earl Blumenauer (D-Portland)</p> | <p>THE BIKESHARE TRANSIT ACT OF 2017</p> <p>Which would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an “associated transit improvement” under Title 49 of U.S. Code, add bikeshare projects to the definition of “capital project” under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definitions of transit projects as well as make clear to states that administer FHWA funding that bikeshare is eligible to receive federal funding.</p> | <p>7/29/18 - Metro Board approves Support position (previous Metro support in 2016)</p> <p>House - 07/20/2017 Referred to the Subcommittee on Highways and Transit.</p> |
| <p>H.R. 3001</p> <p>U.S. Representative Alan Lowenthal (D-Long Beach)</p> | <p>ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT</p> <p>Would establish a Freight Transportation Infrastructure Trust Fund and create freight specific formula and competitive grant program for multimodal projects. In 2015, Congress passed the bipartisan Fixing America’s Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation’s infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated to specific uses that will improve infrastructure.</p> | <p>House - 06/23/2017 Referred to the Subcommittee on Water Resources and Environment.</p> |

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| <p>H.R. 3388</p> <p>U.S. Representative Robert e. Latta (R-Ohio)</p> | <p>SELF DRIVE Act Designating Each Car's Automation Level Act or the DECAL Act</p> <p>This bill requires the Department of Transportation (DOT) to: complete research to determine the most cost effective method and terminology for informing consumers about the capabilities and limitations of each highly automated vehicle or each vehicle that performs partial driving automation; and determine whether such information includes terminology as defined by SAE International in Recommended Practice Report J3016 (published September 2016) or alternative terminology. After completion of such research, DOT shall initiate a rulemaking proceeding to require manufacturers to inform consumers about such information.</p> <p>The bill defines: (1) a "highly automated vehicle" as a motor vehicle, other than a commercial motor vehicle, that is equipped with an automated driving system; and (2) an "automated driving system" as the hardware and software of a vehicle that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether such system is limited to a specific operational design domain.</p> | <p>Senate - 09/07/2017 Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation</p> |
| <p>S. 1885</p> <p>U.S. Senator John Thune (R-South Dakota)</p> | <p>AV START Act The American Vision for Safer Transportation Through Advancement of Revolutionary Technologies (AV START) Act</p> <p>To support the development of highly automated vehicle safety technologies, and for other purposes. The legislation outlines provisions related to: safety oversight, federal state and local rules, using provisions from HR 3388, deployment, rulemaking, cyber security, data sharing and vehicle safety standards, consumer education and ADA considerations. Directs additional research and coordination with state and local governments on traffic safety and law enforcement. Creates requirements for manufacturers to ensure that all self-driving vehicles account for state and local traffic laws.</p> | <p>Senate - 11/28/2017 Placed on Senate Legislative Calendar under General Orders. Calendar No. 268</p> |

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| <p>H.R 1625 – the Consolidated Appropriations Act, FY 2018</p> | <p>On March 23, 2018, the U.S. Senate passed H.R.1625, the Consolidated Appropriations Act, 2018 by a vote of 65 – 32. The measure was signed later that day by President Trump, averting a government shutdown slated for the end of that day. The House previously passed this bill by a vote of 256 – 167. Overall, the bill provides about \$13.5 billion in budgetary resources for the Federal Transit Administration (FTA), which is an increase of more than \$1 billion as compared to FY 2017 enacted levels. Programs funded by Mass Transit Account (MTA) of the Highway Trust Fund received \$9.733 billion, as authorized by the Fixing America's Surface Transportation (FAST) Act for FY 2018. A handful of programs traditionally funded by the MTA also received an additional \$834 million from the general fund, including \$400 million for Bus and Bus Facilities grant programs, \$400 million for State of Good Repair, and \$30 million for High Density States. Of the Bus and Bus Facilities funding, \$209.1 million is allocated to formula grants, \$161.45 for competitive grants, and \$29.45 for no or low emissions grants.</p> <p>The Capital Investment Grants (CIG) program was appropriated \$2.645 billion, up from \$2.413 billion in FY 2017. This total includes more than \$1.5 billion for New Starts, almost \$716 million for Core Capacity projects, and almost \$401 million for Small Starts. The bill also contains strong, legislative language to ensure the future of the CIG program.</p> <p>This bill provides \$1.9 billion for Amtrak overall. Of this, \$650 million goes to Amtrak’s Northeast Corridor (NEC), which is \$322 million more than FY 2017 enacted levels, and \$1.29 billion for Amtrak’s National Network. Finally, the TIGER program is funded at a level of \$1.5. billion, \$1 billion more than FY 2017 enacted levels.</p> | <p>3/23/18 Congress approved to fund the Federal Government at through September 30, 2018.</p> <p>The President then signed the bill shortly after Congress held the vote.</p> |
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