

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix – Board Approved Positions
FEBRUARY 2019
Metro Government Relations

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position | Recent Support/Oppose |
|---|---|---|----------|-----------------------|
| <u>AB 5</u> <u>Gonzalez D</u> Worker status: independent contractors. | 12/3/2018- A. PRINT 12/4/2018- From printer. May be heard in committee January 3. | Existing law, as established in the case of Dynamex Operations West, Inc. v. Superior Court of Los Angeles (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee. Existing law requires a 3-part test, commonly known as the “ABC” test, to establish that a worker is independent contractor. This bill would state the intent of the Legislature to include provisions within this bill would codify the decision in the Dynamex case and clarify its application. | | |
| <u>AB 10</u> <u>Chiu D</u> Income taxes: credits low- income housing: farmworker housing. | 1/17/2019- A. H. & C.D. 1/17/2019- Referred to Coms. on H. & C.D. and REV. & TAX. | (1)Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation, in modified conformity with federal law, of state insurance, personal income, and corporation tax credit amounts to qualified low-income housing projects that have been allocated, or qualify for, a federal low-income housing tax credit, and farmworker housing. Existing law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year. Existing law additionally allows a state credit, which is not dependent on receiving a federal low-income housing credit, of \$500,000 per calendar year for projects to provide farmworker housing. For purposes of determining the credit amount, existing law defines the term “applicable percentage” depending on, among other things, whether the qualified low-income building is a new building that is not federally subsidized, a new building that is federally subsidized, or is an existing building that is “at risk of conversion.” This bill, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2020, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by an additional \$500,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount. The bill, under those laws, would modify the definition of applicable percentage relating to qualified low-income buildings to depend on whether the | | |

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| | | building is a new or existing building and federally subsidized, or a building that is, among other things, at least 15 years old, serving households of very low income or extremely low income, and will complete substantial rehabilitation, as specified. This bill contains other related provisions and other existing laws. | | |
| <u>AB 11</u> <u>Chiu D</u> Community Redevelopment Law of 2019. | 1/17/2019- A. H. & C.D. 1/17/2019- Referred to Coms. on H. & C.D. and L. GOV. | The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council's approval. The bill would require the council to establish a program to provide | | |

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| | | technical assistance to a city or county desiring to form an agency pursuant to these provisions. This bill contains other related provisions and other existing laws. | | |
| <u>AB 29</u> <u>Holden D</u> State Highway Route 710. | 1/17/2019-A. TRANS. 1/17/2019-Referred to Com. on TRANS. | Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, and also describes the state highway routes in the California freeway and expressway system, including all of Route 710 in the County of Los Angeles. This bill would remove the portion of Route 710 located north of Route 10 from the California freeway and expressway system. | | |
| <u>AB 40</u> <u>Ting D</u> Zero-emission vehicles: comprehensive strategy. | 1/24/2019-A. TRANS. 1/24/2019-Referred to Coms. on TRANS. and NAT. RES. | Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law required the state board to develop and adopt regulations that achieve the maximum feasible reduction of greenhouse gases emitted by passenger vehicles, light-duty trucks, and any other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. This bill, no later than January 1, 2021, would require the state board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles, as defined, by 2040, as specified. | | |
| <u>AB 47</u> <u>Daly D</u> Driver records: points: distracted driving. | 1/17/2019-A. TRANS. 1/24/2019-Referred to Com. on TRANS. | Existing law prohibits a person from driving a motor vehicle while using a wireless telephone unless that telephone is specifically designed and configured to allow hands-free listening and talking, and is used in that manner while driving. Existing law also prohibits a person from driving while holding and operating a handheld wireless telephone or an electronic wireless communications device unless the telephone or device is specifically designed and configured to allow voice-operated and hands-free operation, and is used in that manner while driving. A person who is 18 years of age or younger is prohibited from driving while using a wireless telephone or an electronic wireless communications device, | | |

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| | | even if equipped with a hands-free device. This bill would abolish that exemption for violations occurring on or after January 1, 2021, and would expressly make those electronic device violations subject to a violation point against the driver's record. This bill contains other related provisions and other existing laws. | | |
| <u>AB 51</u> <u>Gonzalez D</u> Employment discrimination: enforcement. | 1/17/2019- A. L. & E. 1/17/2019- Referred to Coms. on L. & E. and JUD. | Existing law imposes various restrictions on employers with respect to contracts and applications for employment. A violation of those restrictions is a misdemeanor. This bill would prohibit a person from, as a condition of employment, continued employment, the receipt of any employment-related benefit, or as a condition of entering into a contractual agreement, prohibiting an applicant for employment, employee, or independent contractor from disclosing to any person an instance of sexual harassment that the employee or independent contractor suffers, witnesses, or discovers in the workplace or in the performance of the contract, or otherwise opposing any lawful practice, or from exercising any right or obligation or participating in any investigation or proceeding with respect to unlawful harassment or discrimination. The bill would also prohibit an employer from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment, as a condition of employment, continued employment, the receipt of any employment-related benefit, or as a condition of entering into a contractual agreement. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| <u>AB 139</u> <u>Quirk-Silva D</u> | 1/24/2019- A. H. & C.D. | (1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing | | |

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| Emergency and Transitional Housing Act of 2019. | 1/24/2019- Referred to Com. on H. & C.D. | element. That law requires, after the legislative body of the city or county has adopted all or part of a general plan, the planning agency to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means to implement the general plan or element and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information pertaining to the implementation of the general plan, including, among other things, a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites. This bill would additionally require the report to include the number of emergency shelter beds currently available within the jurisdiction and the number of shelter beds that the jurisdiction has contracted for that are located within another jurisdiction, as specified. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| <u>AB 148</u> Quirk-Silva D Regional transportation plans: sustainable communities strategies. | 1/24/2019- A. TRANS. 1/24/2019- Referred to Coms. on TRANS. and NAT. RES. | Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Existing law requires the sustainable communities strategy to, among other things, identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. Existing law requires the State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Existing law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require | | |

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| | | each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified. For the 5th and each subsequent update to the sustainable communities strategy, the bill would require the metropolitan planning organization to, among other things, (1) identify the region's progress in the development of housing and emergency shelters in the areas within the region that were identified, in the prior sustainable communities strategy, as sufficient to house the 8-year projection of the region's regional housing and emergency shelter needs, and (2) determine whether the development will successfully meet the 8-year projection. By imposing new requirements on local agencies, the bill would impose a state-mandated local program. The bill would require the state board's report, as described above, to include data-supported metrics that identify housing and emergency shelter developments related to the 8-year projection of the regional housing and emergency shelter needs that was assumed in the prior sustainable communities strategy, and the physical location of housing and emergency shelters identified in the most recently submitted sustainable communities strategy update. This bill contains other related provisions and other existing laws. | | |
| <u>AB 176</u> <u>Cervantes D</u> California Alternative Energy and Advanced Transportation Financing Authority Act | 1/24/2019-A. NAT. RES. 1/24/2019-Referred to Coms. on NAT. Alternative Energy and Advanced Transportation Financing Authority Act | The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2031. | | |
| <u>AB 185</u> | 2/4/2019- | Existing law creates the California Transportation Commission, with various powers and | | |

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| <u>Grayson</u> D California Transportation Commission: transportation policies: joint meetings. | A. TRANS. 2/4/2019- Referred to Com. on TRANS. | duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings. | | |
| <u>AB 196</u> <u>Gonzalez</u> D Paid family leave. | 1/10/2019- A. PRINT 1/11/2019- From printer. May be heard in committee February 10. | Existing law establishes, within the state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits to workers who take time off work to care for a seriously ill family member or to bond with a minor child within one year of birth or placement, as specified. This bill would state the Legislature's intent to enact legislation that would expand the paid family leave program in order to provide a 100% wage replacement benefit for workers earning \$100,000 or less annually. | | |
| <u>AB 226</u> <u>Mathis</u> R Transportation funds: transit operators: fare revenues. | 2/4/2019- A. TRANS. 2/4/2019- Referred to Com. on TRANS. | Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of | | |

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| | | calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions. | | |
| <u>AB 249</u> <u>Choi R</u> Public employers: employee organizations. | 2/7/2019- A. P.E. & R. 2/7/2019- Referred to Com. on P.E. & R. | Existing law prohibits the state and specified local public employers from deterring or discouraging public employees and applicants to be public employees from becoming or remaining members of an employee organization, authorizing representation by an employee organization, or authorizing dues or fee deductions to an employee organization. Existing law grants the Public Employment Relations Board jurisdiction over violations of these provisions, except as specified. This bill would prohibit a public employer from deterring or discouraging a public employee or an applicant to be a public employee from opting out of becoming or remaining a member of an employee organization. The bill would prohibit a public employer from taking adverse action against a public employee or applicant to be a public employee who opts out of becoming or remaining a member of an employee organization and would specify that adverse action includes reducing a public employee's current level of pay or benefits. | | |
| <u>AB 252</u> <u>Daly D</u> Department of Transportation: environmental review process: federal program. | 2/7/2019- A. TRANS. 2/7/2019- Referred to Com. on TRANS. | Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely. | | |
| <u>AB 254</u> <u>Quirk-Silva D</u> | 2/11/2019- A. TRANS. | (1) Existing law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature | | |

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| Alternative fuel vehicles: flexible fuel vehicles. | 2/11/2019- Referred to Coms. on TRANS. and NAT. RES. | and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would authorize the joint committee to recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation. This bill contains other related provisions and other existing laws. | | |
| <u>AB 285 Friedman D</u> | 2/11/2019- A. TRANS. 2/11/2019- Referred to Coms. on TRANS. and NAT. RES. | Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the first update to the plan by December 31, 2015, and to update the plan every 5 years thereafter. Existing law requires the plan to consider various subject areas for the movement of people and freight, including environmental protection and quality of life. Existing law also requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and to identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law also requires the California Transportation Commission to review the plan and make certain recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016, and every 5 years thereafter. This bill would require the department to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require the department to include specified information in the plan, including, among other things, a review, conducted in consultation with the Strategic Growth Council, of the potential impacts and opportunities for coordination of specified grant programs and | | |

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| | | recommendations for the improvement of the grant programs to better align them to meet long-term common goals. The bill would require the department to complete an interim report by January 31, 2022, that contains the new information required to be included in the 3rd and subsequent updates to the plan. The bill would add environmental justice to the subject areas that the plan is required to consider for the movement of people and freight. The bill would require the California Transportation Commission to discuss its recommendations for transportation system improvements at a specified joint meeting with the State Air Resources Board before submitting those recommendations in the required report to the Legislature and the Governor. | | |
| <u>AB 287</u> <u>Voepel R</u> Public employees' retirement: annual audits. | 2/7/2019- A. P.E. & R. 2/7/2019- Referred to Com. on P.E. & R. | Existing law creates state and local public pension and retirement systems that provide pension benefits based on age at retirement, service credit, and final compensation. Existing law requires each state and local public pension or retirement system, on and after the 90th day following the completion of the annual audit of the system, to provide a concise annual report on the investments and earnings of the system, as specified, to any member who makes a request and pays a fee, if required, for the costs incurred in preparation and dissemination of that report. This bill would also require each state and local pension or retirement system to post a concise annual audit of the information described above on that system's internet website no later than the 90th day following the audit's completion. By imposing new duties on local retirement systems, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| <u>AB 289</u> <u>Fong R</u> Public records appeals: ombudsman. | 1/28/2019- A. PRINT 1/29/2019- From printer. May be heard in committee | The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would declare the intent of the Legislature to enact legislation that would establish an ombudsman within the California State Auditor's Office who would serve as the appeals body for all requests | | |

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| | February 28. | related to the California Public Records Act. This bill contains other existing laws. | | |
| AB 291 Chu D Emergency preparedness. | 1/28/2019- A. PRINT 1/29/2019- From printer. May be heard in committee February 28. | The California Emergency Services Act creates within the office of the Governor the Office of Emergency Services, which is responsible for the state's emergency and disaster response services, as specified. Existing federal law requires a state mitigation plan as a condition for disaster assistance and authorizes the Federal Emergency Management Agency to condition mitigation grant assistance upon state, local, and Indian tribal governments undertaking coordinated disaster mitigation planning and implementation measures. This bill would state the intent of the Legislature to enact legislation that would establish a Local Emergency Preparedness and Hazard Mitigation Fund to support staffing, planning, and other emergency mitigation priorities that helps local governments meet emergency preparedness goals and to boost emergency management programs throughout the state that remain underfunded or neglected. | | |
| AB 296 Cooley D Climate change: Climate Innovation Commission. | 2/7/2019- A. NAT. RES. 2/7/2019- Referred to Com. on NAT. RES. | Existing law requires the State Energy Resources Conservation and Development Commission to develop and implement the Electric Program Investment Charge program for the purpose of awarding funds to projects that may lead to technological advancement and breakthroughs to overcome barriers that prevent the achievement of the state's statutory energy goals and that may result in a portfolio of projects that are strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. This bill would establish the Climate Innovation Grant Program, to be administered by the Climate Innovation Commission, which the bill would establish in the Natural Resources Agency. The program would award grants in the form of matching funds for the development and research of new innovations and technologies to address issues related to emissions of greenhouse gases and impacts caused by climate change. The bill would establish the Climate Innovation Fund, a special fund, in the State Treasury and would continuously appropriate the moneys in the fund to the commission for purposes of the program. The bill would repeal the program and the commission on January 1, 2031. | | |
| AB 314 | 2/11/2019- | Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court | | |

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| Bonta D Public employment: labor relations: release time. | A. P.E. & R. 2/11/2019- Referred to Com. on P.E. & R. | Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes other requirements relating to labor relations that are applicable to specified transit agencies. These acts grant specified public employees the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated representative of the exclusive representative before | | |

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| | | the governing body of the public employer, or a personnel, civil service, or merit commission, among others, and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board's jurisdiction. | | |
| <u>AB 352</u> <u>Garcia,</u> <u>Eduardo D</u> California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan: Transformative Climate Communities Program. | 2/11/2019-A. NAT. RES. 2/11/2019-Referred to Com. on NAT. RES. | (1)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. This bill, beginning July 1, 2020, would require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant. This bill contains other related provisions and other existing laws. | | |
| <u>AB 397</u> <u>Chau D</u> | 2/6/2019-A. PRINT | Existing law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle. Existing law also prohibits a | | |

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| Vehicles: driving under the influence: cannabis. | 2/7/2019- From printer. May be heard in committee March 9. | person from driving under the influence and proximately causing bodily harm to another person, as specified. Existing law defines a drug, for purposes of these provisions, as any substance or combination of substances other than alcohol that can affect the nervous system, brain, or muscles of a person in a manner that impairs the ability to safely drive a vehicle. This bill would recast these provisions to make driving under the influence of cannabis, or driving under the combined influence of cannabis and another drug, each a separate offense, but with no changes to the penalty. This bill contains other related provisions. | | |
| <u>AB 401</u> <u>Flora R</u> Vehicles: driving under the influence. | 2/6/2019- A. PRINT 2/7/2019- From printer. May be heard in committee March 9. | Under existing law, if a person is convicted of driving under the influence and the offense occurred within 10 years after 3 or more other violations for driving under the influence that resulted in specified convictions, that person has committed an offense punishable as either a misdemeanor or a felony, and the person shall have their privilege to drive revoked. This bill would additionally make a conviction for driving under the influence that occurs within 10 years after 4 or more previous specified convictions, a felony. This bill contains other related provisions and other existing laws. | | |
| <u>AB 418</u> <u>Kalra D</u> Evidentiary privileges: union agent-represented worker privilege. | 2/7/2019- A. PRINT 2/8/2019- From printer. May be heard in committee March 10. | Existing law governs the admissibility of evidence in court proceedings and generally provides a privilege as to communications made in the course of certain relations, including the attorney-client, physician-patient, and psychotherapist-patient relationship, as specified. Under existing law, the right of any person to claim those evidentiary privileges is waived with respect to a communication protected by the privilege if any holder of the privilege, without coercion, has disclosed a significant part of the communication or has consented to a disclosure. This bill would establish a privilege between a union agent, as defined, and a represented employee or represented former employee to refuse to disclose any confidential communication between the employee or former employee and the union agent made while the union agent was acting in the union agent's representative capacity, except as specified. The bill would permit a represented employee or represented former employee to prevent another person from disclosing a privileged communication, except as | | |

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| | | specified. The bill would further provide that this privilege may be waived in accordance with existing law and does not apply in criminal proceedings. | | |
| AB 421 Waldron R Transportation finance: De Luz Community Services District. | 2/7/2019- A. PRINT 2/8/2019- From printer. May be heard in committee March 10. | Article XIX of the California Constitution restricts the use of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways to expenditure on highway and certain mass transit purposes. Existing law provides for the deposit of these revenues in the Highway Users Tax Account, and appropriates those revenues for various purposes. With respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, existing law requires, after certain allocations are made, the Controller to allocate the remaining amount of this portion of revenues 44% to the state transportation improvement program, 12% to the State Highway Operation and Protection Program, and 44% to cities and counties for local street and road purposes. This bill would require the Controller to allocate a portion of these revenues available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws. | | |
| AB 422 Frazier D High-speed rail: performance measurement dashboards. | 2/7/2019- A. PRINT 2/8/2019- From printer. May be heard in committee March 10. | The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority to establish an independent peer review group for purposes of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan, including the funding plan for each corridor. This bill would require the authority, in consultation with the peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards. | | |
| AB 425 | 2/7/2019- | (1)Existing law, as amended by the Safety for All Act of 2016, an initiative statute approved | | |

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| Cooley D Firearms: ammunition sales. | A. PRINT 2/8/2019- From printer. May be heard in committee March 10. | by voters as Proposition 63 at the November 8, 2016, statewide general election, requires the sale of ammunition to be conducted by or processed through a licensed ammunition vendor. Existing law exempts the sale, delivery, or transfer of ammunition to specified individuals, including a sworn peace officer or sworn federal law enforcement officer who is authorized to carry a firearm in the course and scope of the officer's duties, and a representative of a law enforcement agency, with written authorization from the head of the agency, purchasing ammunition for the exclusive use of the agency. A violation of this provision is a misdemeanor. Proposition 63 allows its provisions to be amended by a vote of 55% of the Legislature so long as the amendments are consistent with, and further the intent of, the act. The bill would exempt from the above-described ammunition purchasing requirement a licensed private patrol operator or an agent or employee of the private patrol operator, a person registered as a security guard or security patrolperson who also holds a valid firearm permit issued by the Bureau of Security and Investigative Services of the Department of Consumer Affairs, who purchases or receives ammunition for use in the normal course and scope of his or her employment, and a sheriff's or police security officer. The bill would also exempt from the above-described ammunition purchasing requirement a person employed by a forensic laboratory who purchases, receives, or transfers ammunition for use in the normal course and scope of laboratory operations. This bill contains other related provisions and other existing laws. | | |
| AB 471 Fong R Driver's licenses and identification cards: renewal notices. | 2/11/2019- A. PRINT 2/12/2019- From printer. May be heard in committee March 14. | Existing law provides for the issuance and renewal of driver's licenses and identification cards by the Department of Motor Vehicles. Existing law sets the expiration date of a driver's license as the 5th birthday of the applicant following the date of the application for the license, and of an identification card as the 6th birthday of the applicant following the date of application for the identification card, except as specified. This bill would require the department to notify the holder of a driver's license or identification card of the date that the license or card is set to expire, at least 90 days before that expiration date, and would require the department to indicate the fact that the required notice was mailed by a | | |

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| | | notation in the department's records. | | |
| <u>AB 477</u> <u>Cervantes</u> D Emergency preparedness: vulnerable populations. | 2/12/2019- A. PRINT 2/13/2019- From printer. May be heard in committee March 15. | The California Emergency Services Act creates, within the office of the Governor, the Office of Emergency Services, which is responsible for natural, technological, or manmade disasters and emergencies, including responsibility for activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. Existing law authorizes cities, cities and counties, and counties to create disaster councils, by ordinance, to develop plans for meeting any condition constituting a local emergency or state of emergency, including, but not limited to, earthquakes, natural or manmade disasters specific to that jurisdiction, or state of war emergency. This bill would state the intent of the Legislature to enact legislation that would ensure that state and local emergency management preparedness efforts, specifically for transportation, include people with disabilities, people with mental illness, and seniors. | | |
| <u>ACA 1</u> <u>Aguiar-Curry</u> D Local government financing: affordable housing and public infrastructure: voter approval. | 12/3/2018- A. PRINT 12/4/2018- From printer. May be heard in committee January 3. | (1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. This bill contains other related provisions and other existing laws. | | |
| <u>SB 1</u> <u>Atkins</u> D California | 1/16/2019- S. E.Q. 2/12/2019-Set for hearing | (1)The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting | | |

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| Environmental, Public Health, and Workers Defense Act of 2019. | March 20. | threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate. This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as specified. By imposing new duties on local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| <u>SB 4 McGuire D</u> Housing. | 12/3/2018-S. RLS. 1/16/2019-Referred to Com. on RLS. | Under existing law, various agencies administer programs to preserve and expand safe and affordable housing opportunities and promote sound community growth. This bill would state the intent of the Legislature to enact legislation that would limit restrictive local land use policies and legislation that would encourage increased housing development near transit and job centers, in a manner that ensures that every jurisdiction contributes its fair share to a housing solution, while acknowledging relevant differences among communities. | | |
| <u>SB 5 Beall D</u> Local-State Sustainable Investment Incentive Program. | 1/24/2019-S. GOV. & F. 1/24/2019-Referred to Coms. on GOV. & F. and HOUSING. | Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities. This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria. This bill contains other related provisions and other existing laws. | | |
| <u>SB 7</u> | 1/24/2019- | (1) Existing law establishes priorities and procedures that any state agency disposing of that | | |

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| <u>Portantino D</u> State Highway Route 710. | S. TRANS. 1/24/2019- Referred to Com. on TRANS. | surplus residential property is required to follow. Under existing law, specified single-family residences must first be offered to their former owners or present occupants, as specified. Existing law also provides that tenants in good standing of nonresidential properties are given priority to purchase, at fair market value, the property they rent, lease, or otherwise legally occupy. This bill would require for surplus nonresidential properties for State Route 710 in the County of Los Angeles that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city. This bill contains other related provisions and other existing laws. | | |
| <u>SB 43</u> <u>Allen D</u> Carbon taxes. | 1/16/2019- S. E.Q. 2/12/2019-Set for hearing March 20. | 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. This bill would require the state board, in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study, as specified, to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products. The bill would require the state board to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan. This bill contains other existing laws. | | |
| <u>SB 48</u> <u>Wiener D</u> | 12/3/2018- S. RLS. | Existing law establishes various entities and programs to provide assistance to homeless persons, including, among others, the Homeless Emergency Aid Program, the Emergency | | |

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| Homelessness: right to shelter. | 1/16/2019- Referred to Com. on RLS. | Housing and Assistance Program, the California Emergency Solutions Grants Program, homeless youth emergency service pilot projects, and the Homeless Coordinating and Financing Council. This bill would state the intent of the Legislature to enact legislation that creates a right to shelter for unhoused residents throughout the state, which would be required to include the navigation center model. The bill would state the purposes of this legislation, including ensuring that every person living on California's streets has the ability to promptly secure shelter that is safe and supportive. The bill would specify certain elements that this right to shelter would include. The bill would specify that the right to shelter is not intended to be in lieu of prioritizing permanent housing for people who lack housing. | | |
| <u>SB 50</u> <u>Wiener D</u> Planning and zoning: housing development: equitable communities incentive. | 1/24/2019- S. HOUSING 1/24/2019- Referred to Coms. on HOUSING and GOV. & F. | Existing law, known as the Density Bonus 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 city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives | | |

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| | | or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. This bill contains other related provisions and other existing laws. | | |
| <u>SB 59</u> <u>Allen</u> D Automated vehicle technology: Statewide policy. | 1/24/2019-S. TRANS. 1/24/2019-Referred to Coms. on TRANS. and EQ. | Existing law establishes the Office of Planning and Research in the Governor's office, which serves the Governor and his or her cabinet for long-range planning and research and constitutes the comprehensive state planning agency. Existing law permits 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 met. This bill would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state's efforts to, among other things, reduce greenhouse gas emissions and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor's office, in coordination with the State Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the Transportation Agency, and the Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with the statewide policies described above. The bill would also make related findings and declarations. | | |
| <u>SB 127</u> <u>Wiener</u> D Transportation funding: active transportation: complete | 1/24/2019-S. TRANS. 1/24/2019-Referred to Com. on TRANS. | (1) Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned | | |

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| streets. | | to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill contains other related provisions and other existing laws. | | |
| <u>SB 128</u> <u>Beall</u> D Enhanced infrastructure financing districts: bonds: issuance. | 1/24/2019-S. GOV. & F. 1/24/2019-Referred to Com. on GOV. & F. | Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. The bill would also make conforming changes. | | |
| <u>SB 142</u> <u>Wiener</u> D Employees: lactation accommodation. | 1/31/2019-S. JUD. 1/31/2019-Referred to Coms. on L., P.E. & R., JUD., and HOUSING. | (1)The California Building Standards Law provides for the adoption of building standards by state agencies by requiring all state agencies that adopt or propose adoption of any building standard to submit the building standard to the California Building Standards Commission for approval and adoption. The commission is required to adopt specific building standards, including standards for graywater systems and electric vehicle charging infrastructure. Existing law requires the commission to publish, or cause to be published, editions of the California Building Standards Code in its entirety once every 3 years. This bill would require the commission to adopt prescribed mandatory building standards for the installation of lactation space for employees in nonresidential buildings newly constructed or remodeled for workplace occupancy, as specified, when there is a tenant improvement | | |

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| | | project to the building and certain criteria are met. This bill contains other related provisions and other existing laws. | | |
| <u>SB 152</u> <u>Beall</u> D Department of Motor Vehicles. | 1/22/2019-S. RLS. 1/31/2019-Referred to Com. on RLS. | Existing law establishes the Department of Motor Vehicles in the Transportation Agency and sets forth the powers and duties of the department, as specified. This bill would declare the intent of the Legislature to enact legislation to implement efficiencies at the department in order to improve service. | | |
| <u>SB 266</u> <u>Leyva</u> D Public Employees' Retirement System: disallowed compensation: benefit adjustments. | 2/12/2019-S. RLS. 2/13/2019-From printer. May be acted upon on or after March 15. | Existing law, the Public Employees' Retirement Law (PERL), establishes the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system, based on final compensation, credited service, and age at retirement, subject to certain variations. PERL authorizes a public agency to contract to make its employees members of PERS and prescribes a process for this. PERS is administered by its board of administration, which is responsible for correcting errors and omissions in the administration of the system and the payment of benefits. Existing law requires the board to correct all actions taken as a result of errors or omissions of the state or a contracting agency, in accordance with certain procedures. This bill would establish new procedures under PERL for cases in which PERS determines that the benefits of a member or annuitant are, or would be, based on compensation that conflicts with PEPRA and other specified laws and thus impermissible under PERL. The bill would also apply these procedures retroactively to determinations made on or after January 1, 2017, if an appeal has been filed and the employee member, survivor, or beneficiary has not exhausted their administrative or legal remedies. At the threshold, after determining that compensation for an employee member reported by the state, school employer, or a contracting agency is disallowed, the bill would require the applicable employer to discontinue the reporting of the disallowed compensation. The bill would require that contributions made on the disallowed compensation, for active members, be credited against future contributions on behalf of the state, school employer, or contracting agency that reported the disallowed | | |

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| | | compensation and would require that the state school employer, or contracting agency to return to the member any contributions paid by the member or on the member's behalf. This bill contains other related provisions and other existing laws. | | |
| <u>SB 277</u> <u>Beall</u> D Transit development: transit funds. | 2/13/2019-S. RLS. 2/14/2019-From printer. May be acted upon on or after March 16. | Existing law provides that the Legislature finds and declares that it is in the interest of the state that funds available for transit development be fully expended to meet the transit needs that exist in California and that such funds be expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another. This bill would make nonsubstantive changes to these provisions. | | |
| <u>SCA 1</u> <u>Allen</u> D Public housing projects. | 12/3/2018-S. RLS. 12/4/2018-From printer. May be acted upon on or after January 3. | The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions. | | |
| <u>SCA 3</u> <u>Hill</u> D Property taxation: change in ownership: inheritance exclusion. | 12/4/2018-S. RLS. 1/7/2019-Read first time. | The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, "full cash value" is defined as the assessor's valuation of real property as shown on the 1975–76 tax bill under "full cash value" or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. The California Constitution specifies various transfers that are not deemed to be a "purchase" or "change in ownership" of a property for these purposes, including the purchase or transfer of a principal residence from parents to their children, or, under certain circumstances, from grandparents to their | | |

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| Bill ID/Topic | Location | Summary | Position | Recent Support/Oppose |
|----------------------|-----------------|--|-----------------|------------------------------|
| | | grandchildren, and the purchase or transfer of the first \$1,000,000 of the full cash value of all other real property transferred from parents or grandparents to their children or grandchildren. This measure would limit the above-described \$1,000,000 exclusion for purchases or transfers of real property other than a principal residence to purchases or transfers of nonresidential real property. The measure, except as provided, would provide that the transfer of the principal residence of a parent or grandparent is excluded from “purchase” or “change in ownership” under these provisions only if the transferee uses the residence as his or her principal residence within 12 months after the transfer. If the transferee subsequently ceases to use the residence as his or her principal residence, the measure would require that the residence be assessed at its full cash value as of the date of the transfer from the parent or grandparent to the transferee. The measure would provide that these changes apply to a purchase or transfer of real property on or after the effective date of the measure. The measure would also make various nonsubstantive changes. | | |

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FEDERAL

| BILL/AUTHOR | DESCRIPTION | STATUS |
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| 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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| H.R. 6016 U.S. Representative Grace Napolitano (D-El Monte) | <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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| H.R. 3305 U.S. House of Representative Earl Blumenauer (D-Portland) | <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> |
| H.R. 3001 U.S. Representative Alan Lowenthal (D-Long Beach) | <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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| H.R. 3388 U.S. Representative Robert e. Latta (R-Ohio) | <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> | Senate - 09/07/2017 Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation |
| S. 1885 U.S. Senator John Thune (R-South Dakota) | <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> | Senate - 11/28/2017 Placed on Senate Legislative Calendar under General Orders. Calendar No. 268 |

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| H.R 1625 – the Consolidated Appropriations Act, FY 2018 | <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. The President then signed the bill shortly after Congress held the vote.</p> |
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| H.R. 5857 U.S. Representative Peter DeFazio (D-Oregon) | STOP SEXUAL ASSAULT AND HARASSMENT IN TRANSPORTATION ACT Would require transportation providers to adopt a formal policy providing that sexual assault and harassment in transportation is unacceptable under any circumstance. These providers must prominently display, on their websites or otherwise, a statement that they have adopted such a policy as well as the procedures their passengers can follow for reporting incidents of sexual assault and harassment. The policy must facilitate the reporting of these incidents; establish procedures for employees to follow if such an incident is reported; and require all appropriate employees to be trained on the policy. Additionally, the bill requires the Secretary of Transportation to annually collect data on incidents of sexual assault and harassment and make this data publicly available. | October 2018: Metro Board approved Support position House – referred to the Transportation and Infrastructure Subcommittee on Railroads, Pipelines and Hazardous Materials |
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