

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
January 2020
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 8 Chu D Pupil health: mental health professionals.	6/12/2019- S. HEALTH 7/8/2019-In committee: Hearing postponed by committee.	<p>(1)Existing law requires the governing board of a school district to give diligent care to the health and physical development of pupils and authorizes the governing board of a school district to employ properly certified persons for the work. Existing law requires a school of a school district or county office of education and a charter school to notify pupils and parents or guardians of pupils no less than twice during the school year on how to initiate access to available pupil mental health services on campus or in the community, or both, as provided. Existing law requires, subject to sufficient funds being provided, the State Department of Education, in consultation with the State Department of Health Care Services and appropriate stakeholders, to, on or before July 1, 2020, develop guidelines for the use of telehealth technology in public schools, including charter schools, to provide mental health and behavioral health services to pupils on school campuses.This bill would require, on or before December 31, 2024, a school of a school district or county office of education and a charter school to have at least one mental health professional, as defined, for every 600 pupils generally accessible to pupils on campus during school hours. The bill would require, on or before December 31, 2024, a school of a school district or county office of education and a charter school with fewer than 600 pupils to have at least one mental health professional generally accessible to pupils on campus during school hours, to employ at least one mental health professional to serve multiple schools, or to enter into a memorandum of understanding with a county agency or community-based organization for at least one mental health professional employed by the agency or organization to provide services to pupils. The bill would encourage a school subject to the bill’s provisions with pupils who are eligible to receive Medi-Cal benefits to seek reimbursement for costs of implementing the bill’s provisions, as specified. By imposing additional requirements on local educational agencies, the bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p>		

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AB 10 Chiu D Income taxes: credits low- income housing: farmworker housing.	8/26/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	(1)Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee(CTCAC) 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, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.This bill contains other related provisions.		

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AB 11 Chiu D Community Redevelopment Law of 2019.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/25/2019)(May be acted upon Jan 2020)	(1)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 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.		
AB 33 Bonta D	4/26/2019-A. 2 YEAR 4/26/2019-	The California Constitution provides that the Legislature may, by statute, prohibit retirement board investments if it is in the public interest to do so and providing that the prohibition satisfies specified fiduciary standards.This		

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State public retirement systems: divestiture from private prison companies.	Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 1/17/2019)(May be acted upon Jan 2020)	bill would prohibit the boards of the Public Employees' Retirement System and the State Teachers' Retirement System from making new investments or renewing existing investments of public employee retirement funds in a private prison company, as defined. This bill would require the boards to liquidate investments in private prison companies on or before July 1, 2020, and would require the boards, in making a determination to liquidate investments, to constructively engage with private prison companies to establish whether the companies are transitioning their business models to another industry. The bill would provide that it does not require a board to take any action unless the board determines in good faith that the action is consistent with the board's fiduciary responsibilities established in the constitution. The bill would provide that board members and other officers and employees shall be held harmless and be eligible for indemnification in connection with actions taken pursuant to the bill's requirements, as specified. The bill would make related legislative findings and declarations.This bill contains other existing laws.		
AB 39 Muratsuchi D Education finance: local control funding formula: aspirational funding level: reports.	9/15/2019-S. 2 YEAR 9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/14/2019)(May	(1)Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. Existing law requires funding pursuant to the local control funding formula to include, in addition to a base grant, supplemental and concentration grant add-ons that are based on the percentage of pupils who are English learners, foster youth, or eligible for free or reduced-price meals, as specified, served by the county superintendent of schools, school district, or charter school. Existing law specifies the amount of the base grant in the 2013–14 fiscal year, as provided, and requires that amount to be adjusted for changes in cost of living in subsequent fiscal years. Existing law requires the		

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	be acted upon Jan 2020)	Superintendent of Public Instruction to compute the supplemental and concentration grant add-ons as certain percentages of the amount of the base grant. This bill would express the intent of the Legislature to increase the base grants to amounts equal to the national average per-pupil funding level, as provided. The bill would express the intent of the Legislature to apply a cost-of-living adjustment separate from, in addition to, and above the specified cost-of-living adjustment described above for purposes of certain funding provisions. This bill contains other existing laws.		
AB 40 Ting D Air Quality Improvement Program: Clean Vehicle Rebate Project.	9/15/2019-A. 2 YEAR 9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was TRANS. on 9/10/2019)(May be acted upon Jan 2020)	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would declare it is the policy of the state to place at least 5,000,000 zero-emission vehicles on state roads by 2030 and 10,000,000 zero-emission vehicles on state roads by 2035. The bill also would require the state board to limit vehicle eligibility for the Clean Vehicle Rebate Project to only those vehicles manufactured by companies that have entered into a specified agreement that has been adopted by the state board, to post that agreement on the state board's internet website, to remove plug-in hybrid electric vehicles from vehicle eligibility in the Clean Vehicle Rebate Project, to continue to maintain a waiting list for purchasers when moneys for the Clean Vehicle Rebate Project are exhausted, to create a higher rebate dollar level per vehicle for vehicles with zero emissions and a greater driving range, and to continue to limit each zero-emission vehicle purchaser to 2 rebates.		

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AB 56 Garcia, Eduardo D Electricity: procurement by the California Alternative Energy and Advanced Transportation Financing Authority.	9/15/2019-S. 2 YEAR 9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was E. U., & C. on 8/28/2019)(May be acted upon Jan 2020)	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires the commission to establish a renewables portfolio standard requiring all retail sellers, defined as including electrical corporations, electric service providers, and community choice aggregators, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatt hours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. Existing law establishes a policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. Existing law requires the commission, in consultation with the Independent System Operator, to establish resource adequacy requirements for all load-serving entities, as defined, and requires each load-serving entity to maintain physical generating capacity and electrical demand response adequate to meet its load requirements, including peak demand and planning and operating reserves, deliverable to locations and at times as may be necessary to provide reliable electric service. This bill would require the commission to empower the California Alternative Energy and Advanced Transportation Financing Authority to undertake backstop procurement of electricity that would otherwise be performed by an electrical corporation to meet the state resource adequacy, integrated resource planning, and renewable portfolio standard goals not satisfied by retail sellers or load-serving entities. The bill would authorize the authority to undertake backstop procurement consistent with specified objectives and to manage the resale of electricity for its contracted resources. The bill would require the commission to periodically review the need for, and the benefits of, continuing to empower the authority to undertake backstop procurement responsibilities. The bill would provide for the reduction in procurement compliance obligations for load-serving entities and retail sellers for the electricity procured by the authority. The bill would require the		

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		authority to develop and submit annual revenue requirements for review, modification, and approval by the commission to recover specified costs, would provide that the authority is entitled to recover revenue requirements approved by the commission for costs incurred on behalf of retail customers of a load-serving entity or retail seller, and would provide that those costs are a direct obligation of the retail end-use customers of load-serving entities or retail sellers or a direct obligation of the load-serving entity or retail seller on whose behalf the procurement was undertaken. The bill would require the commission to approve a method for recovering revenue requirements from retail end-use customers of load-serving entities or retail sellers or from load-serving entities or retail sellers themselves, as specified. This bill contains other related provisions and other existing laws.		
AB 64 Fong R State project audits.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was A. & A.R. on 4/4/2019)(May be acted upon Jan 2020)	Existing law creates in state government the California State Auditor’s Office under the direction of the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy. Existing law requires the California State Auditor to examine and report annually upon the financial statements prepared by the executive branch of the state and to perform other related assignments that are mandated by statute. Under existing law, a contract involving the expenditure of state funds in excess of \$10,000 entered into by a state agency, board, commission, or department is subject to examination and audit by the California State Auditor, upon request by the public entity or as part of an audit of the public entity, for 3 years after final payment under the contract. This bill would require the California State Auditor to examine and audit a state contract involving the expenditure of public funds in excess of \$500,000,000 entered into by a state agency, board, commission, or department within one year of the date of final payment under the contract. The bill would make other nonsubstantive changes.		
AB 87 Committee on	6/26/2019- S. BUDGET &	(1)The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes,		

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Budget Transportation.	F.R. 6/26/2019-Re-referred to Com. on B. & F.R.	including \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF), created by the bond act. The bond act makes the moneys in the TCIF available, upon appropriation in the annual Budget Act by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight movement, as determined by the commission. Existing law designates the commission as the administrative agency responsible for programming funds in the TCIF and authorizes the commission to adopt guidelines for the TCIF program. This bill would require the commission to establish a competitive funding program to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select projects for programming and allocation. The bill would appropriate \$7,200,000, or a lesser amount, as specified, from the Trade Corridors Improvement Fund to the Department of Transportation for purposes of the program. (2) Existing law creates the Independent Office of Audits and Investigations within the Department of Transportation, headed by a director known as the Inspector General, to ensure, among other things, that the department, and external entities that receive state and federal transportation funds from the department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and federal requirements. Existing law vests the Inspector General with the full authority for maintaining a full scope, independent, and objective audit and investigation program, as prescribed. Existing law requires the Inspector General to review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds administered by the department in consultation with all affected units and programs of the department and external entities. This bill would provide the Independent Office of Audits and Investigations with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the department and external entities that receive state and federal transportation funds from the department. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act but would prohibit the Inspector General from releasing certain types of records to the public, except under certain circumstances. The bill would also make it a crime to engage in specified activity with regard to an audit, evaluation, investigation, or review		

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		<p>conducted pursuant to these provisions, including manipulating, correcting, altering, or changing records, documents, accounts, reports, or correspondence before or during any audit, and distributing, reproducing, releasing, or failing to safeguard confidential draft documents exchanged between the Inspector General and the entity subject to the audit, before the release of the Inspector General’s final report, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program.(3)Existing law identifies the total amount of specified loans from the General Fund to the Traffic Congestion Relief Fund, and requires those loan amounts to be repaid from the General Fund pursuant to Section 20 of Article XVI of the California Constitution.This bill would require a specified portion of those loan amounts to be repaid from the General Fund, but not pursuant to that provision of the California Constitution.(4)Existing law authorizes the California Transportation Commission to allocate federal and state transportation funds to the Department of Transportation to operate and manage the Transportation Finance Bank, pursuant to which loans are made for transportation projects that have a dedicated revenue source and are eligible under a federal program. Existing law creates the Local Transportation Loan Account in the State Highway Account in the State Transportation Fund for the management of funds for loans to local entities under these provisions. Existing law requires specified funds, interest, and penalties to be deposited in the account and continuously appropriates moneys in the account to the department for purposes of making loans to eligible local entities.This bill would require all assets and liabilities of the Local Transportation Loan Account to become assets and liabilities of the State Highway Account before January 1, 2020. The bill would repeal all of the provisions relating to the account and the Transportation Finance Bank on January 1, 2020.(5)Article XIX?B of the California Constitution, as amended by Proposition 1A, approved by the voters at the November 7, 2006, statewide general election, requires full payment by June 30, 2016, of the amount that would have been transferred to the Transportation Investment Fund in the absence of a suspension of transfer of revenues that occurred in the 2003–04 and 2004–05 fiscal years, and until that has occurred, requires the amount of transfer payments in each fiscal year to be at least 1 /10 of the outstanding amount. Existing statutory law requires the minimum amount required by the California Constitution, plus interest, to be transferred by the Controller in each fiscal year until June 30, 2016, to the Transportation Deferred Investment Fund for allocation to transportation purposes that would have been funded in the absence of a suspension. Under existing law, the Transportation Deferred Investment Fund is considered part of the Transportation Investment Fund, except as specified.This bill would require all assets and liabilities of the Transportation Deferred Investment Fund to become</p>		

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		<p>assets and liabilities of the State Highway Account before January 1, 2020. (6)Existing law authorizes the Department of Motor Vehicles, in conjunction with the California Highway Patrol, to design and make available for issuance the California memorial license plate. Existing law requires 85% of the revenue from specified fees imposed in connection with the issuance, renewal, transfer, and substitution of California memorial license plates to be deposited in the Antiterrorism Fund within the General Fund, and requires the money in the fund, upon appropriation by the Legislature, to be allocated solely for antiterrorism activities, as provided. Existing law requires 15% of the revenue from those fees to be deposited in the California Memorial Scholarship Fund within the General Fund, and requires the money in that fund, upon appropriation by the Legislature, to be available for scholarships for surviving dependents of California residents killed as a result of injuries sustained during the terrorist attacks of September 11, 2001.This bill would instead require that all of the revenue from those fees be deposited in the Antiterrorism Fund. (7)Existing law imposes weight fees on the registration of commercial motor vehicles. Existing law requires revenues from weight fees, after administrative expenses, to be deposited into the State Highway Account. Existing law transfers weight fee revenues from the State Highway Account to the Transportation Debt Service Fund for the purpose of servicing specified transportation bond debt. Existing law requires weight fee revenue in excess of the amount necessary to offset current fiscal year transportation bond debt service to be loaned to the General Fund. Existing law authorizes the Director of Finance to repay any portion of the balance of the loan in any year in which the director determines that the funds are needed to reimburse the General Fund for current year transportation bond debt service, as specified.This bill would authorize the director to also repay any portion of the balance of the loan in any year in which the director determines that the funds are needed to reimburse the General Fund for future year transportation bond debt service. (8)Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.This bill would make legislative findings to that effect.(9)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that no reimbursement is required by this act for a specified reason.(10)This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>		

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AB 145 Frazier D High-Speed Rail Authority: Senate confirmation.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 1/24/2019)(May be acted upon Jan 2020)	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.		

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<p>AB 148 Quirk-Silva D</p> <p>Regional transportation plans: sustainable communities strategies.</p>	<p>4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/24/2019)(May be acted upon Jan 2020)</p>	<p>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 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</p>		
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		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.		
AB 196 Gonzalez D Paid family leave.	7/10/2019-S. 2 YEAR 7/10/2019- Failed Deadline pursuant to Rule 61(a)(10). (Last location was L., P.E. & R. on 6/6/2019)(May be acted upon Jan 2020)	Existing unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. This bill would revise the formula for determining benefits available pursuant to the family temporary disability insurance program, for periods of disability commencing after January 1, 2020, by redefining the weekly benefit amount to be equal to 100% of the wages paid to an individual for employment by employers during the quarter of the individual's disability base period in which these wages were highest, divided by 13, but not exceeding the maximum workers' compensation temporary disability indemnity weekly benefit amount established by the Department of Industrial Relations. This bill contains other existing laws.		

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AB 226 Mathis R Registration renewal fees: exemptions.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/4/2019)(May be acted upon Jan 2020)	Existing law authorizes the Department of Motor Vehicles to renew the registration of a vehicle upon the payment of the proper fees. Existing law requires the department to notify the registered owner of each vehicle, except as specified, of the date that the registration renewal fees for the vehicle are due. Existing law generally exempts vehicles that are owned by certain persons, including disabled veterans, former American prisoners of war, and recipients of the Congressional Medal of Honor, from fees imposed under the Vehicle Code, except as specified. This bill would also exempt those vehicles from any other fees that are assessed as part of the registration renewal fee, as stated in the registration renewal notice mailed by the department.		
AB 249 Choi R Public employers: employee organizations.	6/4/2019-A. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 2/7/2019)(May be acted upon Jan 2020)	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.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 252 Daly D Department of Transportation: environmental review process: federal program.	7/31/2019- A. CHAPTERED 7/31/2019- Approved by the Governor. Chaptered by Secretary of State - Chapter 160, Statutes of 2019.	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.	Support	
AB 281 Frazier D Transmission and distribution lines: undergrounding and fire hardening.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 4/22/2019)(May be acted upon Jan 2020)	Under existing law, the Public Utilities Commission has jurisdiction over public utilities, including electrical corporations. Under its existing authority, the commission requires electrical corporations to implement the California Overhead Conversion Program to provide financial assistance to local governments to facilitate projects that are in the public interest and that remove overhead infrastructure, replacing it with infrastructure in underground trenches. This bill would require the commission to require electrical corporations to develop and administer programs to replace overhead electric facilities along public streets and roads, and on other public or private properties in high fire threat districts, as determined by the commission, with underground electric facilities. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 287 Voepel R Public employees' retirement: annual audits.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 2/7/2019)(May be acted upon Jan 2020)	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.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 289 Fong R California Public Records Act Ombudsperson.	6/19/2019-S. JUD. 7/2/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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 establish, within the California State Auditor’s Office, the California Public Records Act Ombudsperson. The bill would require the California State Auditor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the ombudsperson to require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would authorize the ombudsperson to require any state agency determined to have improperly denied a request to reimburse the ombudsperson for its costs to investigate the request for review. The bill would require the ombudsperson to report to the Legislature, on or before January 1, 2021, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year. By expanding the duties of the California State Auditor’s Office, this bill would create an appropriation. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 291 Chu D Local Emergency Preparedness and Hazard Mitigation Fund.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	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 establish a Local Emergency Preparedness and Hazard Mitigation Fund to support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$500,000,000 to the fund. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2020, would require the committee to adopt guidelines identifying eligible uses of the funds by establishing an outline of standard activities for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community. The bill would require, upon appropriation by the Legislature, the Office of Emergency Services to receive \$1,000,000 annually and each county to receive \$500,000 annually for specified purposes. The bill would require the Office of Emergency Services to distribute funds to lead agencies, subject to certain requirements and restrictions, as specified. The bill would require lead agencies to further distribute those funds to local governments pursuant to a specified schedule for specified purposes, and impose various requirements on local governments that receive funds pursuant to these provisions. The bill would include related legislative findings. This bill contains other related provisions and other existing laws.		

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<p>AB 297 Gallagher R</p> <p>Emergency average daily attendance.</p>	<p>4/10/2019- A. APPR. SUSPENSE FILE 5/16/2019-In committee: Held under submission.</p>	<p>Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. Existing law provides that if the average daily attendance of a school district, county office of education, or charter school has been materially decreased during a fiscal year because of specified emergencies, that fact shall be established to the satisfaction of the Superintendent of Public Instruction by affidavits of the members of the governing board or body of the school district, county office of education, or charter school and the county superintendent of schools. If a state of emergency is declared by the Governor in a county that causes a decrease in the average daily attendance in the county for a school district, county office of education, or charter school, existing law requires the Superintendent to determine the length of the period during which average daily attendance has been reduced by the state of emergency, and provides that the period shall not extend into the next fiscal year following the declaration of the state of emergency, except upon a showing by the affected school district, county office of education, or charter school, to the satisfaction of the Superintendent, that extending the period into the next fiscal year is essential to alleviate continued reductions in average daily attendance attributable to the state of emergency. This bill would require the Superintendent to extend through the 2019–20 fiscal year the period during which it is essential to alleviate continued reductions in average daily attendance attributable to a state of emergency declared by the Governor in November 2018 for a school district where no less than 5% of the residences within the school district or school district facilities were destroyed by the qualifying emergency. The bill would require the Superintendent to extend through the 2020–21 fiscal year the period during which it is essential to alleviate continued reductions in average daily attendance attributable to a state of emergency declared by the</p>		
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		Governor in November 2018 for a charter school where no less than 5% of the residences within the school district in which the charter school is located or a majority of charter school facilities were destroyed by the qualifying emergency. The bill would require an adjustment to the average daily attendance of a charter school that provides nonclassroom-based instruction, as defined, for the 2019–20 and 2020–21 fiscal years, in accordance with certain calculations. This bill contains other related provisions.		
AB 307 Reyes D Homeless youth grant program.	8/30/2019-S. 2 YEAR 8/30/2019- Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/12/2019)(May be acted upon Jan 2020)	Existing law establishes the Homeless Coordinating and Financing Council and requires the council to set and measure progress toward goals to prevent and end homelessness among youth in California by setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state and defining outcome measures and gathering data related to the goals. This bill would require the council to develop and administer a grant program to support young people experiencing homelessness and prevent and end homelessness. The program would be funded by a combination of funds provided to the council by the State Department of Health Care Services from the Youth Education, Prevention, Early Intervention and Treatment Account, funds appropriated by the Legislature, and gifts and donations made to the council for that purpose. This bill contains other related provisions.		

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AB 313 Frazier D Road Maintenance and Rehabilitation Account: University of California: California State University: reports.	5/23/2019- S. RLS. 5/29/2019- Referred to Com. on RLS.	Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.		
AB 345 Muratsuchi D Oil and gas: operations: location restrictions.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May	Existing law authorizes the Division of Oil, Gas, and Geothermal Resources in the Department of Conservation to regulate the drilling, operation, maintenance, and abandonment of oil and gas wells in the state. Existing law requires the operator of a well to file a written notice of intention to commence drilling with, and prohibits any drilling until approval is given by, the State Oil and Gas Supervisor or district deputy. Existing law requires an operator proposing to perform a well stimulation treatment to apply to the supervisor or district deputy for a permit to perform the well stimulation treatment and imposes other requirements and conditions on the use of well stimulation treatments. Under existing law, a person who fails to comply with this and other requirements relating to the regulation of oil or gas operations		

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	be acted upon Jan 2020)	is guilty of a misdemeanor. This bill would require, commencing January 1, 2020, all new oil and gas development or enhancement operation, as defined, that is not on federal land, to be located at least 2,500 feet from a residence, school, childcare facility, playground, hospital, or health clinic. The bill would authorize a city or county to require by ordinance that new oil and gas development or enhancement operation be located a larger distance away from a residence, school, childcare facility, playground, hospital, or health clinic than 2,500 feet. In the event that 2 or more cities and counties with jurisdiction over the same geographic area establish different health protection zone distances, the bill would require the larger health protection zone distance to apply. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program. The bill would authorize an operator of an oil or gas well or a production facility subject to these provisions to file a written request, containing specified information, with the division for a variance to reduce the health protection zone to the maximum achievable distance, and would authorize the supervisor to grant a variance upon making a written finding that the operator has no other feasible means of accessing a legal subsurface right, that the variance provides as much distance between sensitive receptors and those oil and gas operations as achievable, and that the variance would not endanger public health and safety. This bill contains other related provisions and other existing laws.		

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AB 352 Garcia, Eduardo D	8/14/2019- S. E.Q. 8/14/2019- From committee chair, with author's amendments: Amend, and re- refer to committee. Read second time, amended, and re-referred to Com. on EQ.	Under existing law, programs have been established pursuant to bond acts for, among other things, drought, water, parks, climate, coastal protection, and outdoor access for all. This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program. The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable.		

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AB 380 Frazier D Office of the Transportation Inspector General.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2019)(May be acted upon Jan 2020)	Existing law creates the Department of Transportation within the Transportation Agency and creates the Independent Office of Audits and Investigations within the department, with specified powers and duties. Existing law requires the Governor to appoint the director of the office for a 6-year term, subject to confirmation by the Senate, and provides that the director, known as the Inspector General, may not be removed from office during the term except for good cause. Existing law specifies the duties and responsibilities of the Inspector General with respect to the department and local agencies receiving state and federal transportation funds through the department, and requires an annual report to the Legislature and Governor. This bill would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 4-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General and set the salary of the Transportation Inspector General. The bill would require the Transportation Inspector General to submit an annual report to the Governor, the Legislature, and the California Transportation Commission.		
AB 401 Flora R	4/26/2019-A. 2 YEAR	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		

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Vehicles: driving under the influence.	4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 3/19/2019)(May be acted upon Jan 2020)	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.		
AB 418 Kalra D Evidentiary privileges: union agent-represented worker privilege.	9/15/2019-S. 2 YEAR 9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/12/2019)(May be acted upon Jan 2020)	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 specified. The bill would further provide that this privilege may be waived in accordance with existing law and does not apply in criminal proceedings.		

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AB 421 Waldron R Transportation finance: De Luz Community Services District.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2019)(May be acted upon Jan 2020)	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.		

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AB 422 Frazier D High-speed rail: performance measurement dashboards.	7/10/2019-S. 2 YEAR 7/10/2019- Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 5/8/2019)(May be acted upon Jan 2020)	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.		

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AB 425 Cooley D Firearms: ammunition sales.	7/8/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	(1)Existing law, as amended by the Safety for All Act of 2016, an initiative statute approved 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 from that requirement 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. Existing law also exempts from that requirement the sale, delivery, or transfer of ammunition to a person who is federally licensed as a firearms dealer or collector of firearms, as specified. A violation of this requirement 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 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 public 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.		

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AB 464 Garcia, Cristina D California Global Warming Solutions Act of 2006.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/21/2019)(May be acted upon Jan 2020)	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 defines specified terms, including, among others, district to mean an air pollution control or an air quality management district until January 1, 2031. This bill would indefinitely define district to mean an air pollution control or an air quality management district.		
AB 471 Fong R Driver's licenses and identification cards: renewal notices.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2019)(May be acted upon Jan 2020)	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 notation in the department's records.		

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AB 510 Cooley D Local government records: destruction of records.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 2/21/2019)(May be acted upon Jan 2020)	Existing law authorizes the head of a department of a county or city, or the head of a special district to destroy recordings of routine video monitoring maintained by that county, city, or special district after one year if that person receives approval from the legislative body and the written consent of the agency attorney. Existing law authorizes the head of a department of a county or city, or the head of a special district to destroy recordings of telephone and radio communications maintained by that county, city, or special district after 100 days if that person receives approval from the legislative body and the written consent of the agency attorney. This bill would exempt the head of a department of a county or city, or the head of a special district from these recording retention requirements if the county, city, or special district adopts a records retention policy governing recordings of routine video monitoring and recordings of telephone and radio communications.		

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AB 553 Melendez R High-speed rail bonds: housing.	3/11/2019- A. TRANS. 4/1/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. 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 before 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 the Department of Housing and Community Development's Multifamily Housing Program. 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.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 570 Aguiar-Curry D Local Government Investment Act.	9/15/2019-S. 2 YEAR 9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 8/15/2019)(May be acted upon Jan 2020)	Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill would define the term “affordable housing” for purposes of specified provisions of the California Constitution to include a first-time home buyer program offered by a local agency. The bill would also specify that a parcel tax imposed pursuant to a specified constitutional provision may include an exemption for persons who are 65 years of age or older, receiving Supplemental Security Income for a disability, or receiving Social Security Disability Insurance Benefits and whose yearly income does not exceed specified amounts. This bill contains other related provisions.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 578 Mullin D Teachers: The California STEM Teaching Pathway Act of 2019.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	(1)Existing law establishes a system of public elementary and secondary schools in this state, and authorizes local educational agencies throughout the state to operate schools and provide instruction to pupils in kindergarten and grades 1 to 12, inclusive. Existing law establishes the State Department of Education under the administration of the Superintendent of Public Instruction. The department has numerous duties relating to the governance and funding of public elementary and secondary education in this state.This bill would establish the California STEM Teaching Pathway for purposes of recruiting, preparing, supporting, and retaining qualified science, technology, engineering, and mathematics (STEM) professionals, including military veterans, as mathematics, science, engineering, and computer science teachers in California. The bill would authorize various activities as part of the California STEM Teaching Pathway, including developing and distributing statewide recruitment materials encouraging interested STEM professionals to pursue teaching careers in mathematics, science, engineering, and computer science, and providing information to STEM professionals and current teachers regarding the requirements for obtaining a teaching credential in mathematics, science, engineering, and computer science and how to complete those steps, applying to teacher preparation programs, and accessing financial aid.This bill contains other related provisions.		

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<p>AB 628 Bonta D</p> <p>Employment: victims of sexual harassment: protections.</p>	<p>9/15/2019-A. 2 YEAR 9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was THIRD READING on 5/29/2019)(May be acted upon Jan 2020)</p>	<p>(1)Existing law prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking and who takes time off from work to obtain, or attempt to obtain, any relief to help ensure the health, safety, or welfare of the victim or their child. Existing law also prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking because of the employee’s status as a victim, if the employer has notice or knowledge of that status. Existing law additionally prohibits an employer with 25 or more employees from discharging, or discriminating or retaliating against, an employee who is a victim, in this regard, who takes time off to obtain specified services or counseling. Existing law requires the employee to give the employer reasonable advance notice of the employee’s intention to take time off, unless the advance notice is not feasible. Existing law, when an unscheduled absence occurs, prohibits the employer from taking any action against the employee if the employee, within a reasonable time after the absence, provides a specified certification to the employer. Existing law makes it a misdemeanor for an employer to refuse to rehire, promote, or restore an employee who has been determined to be so eligible by a grievance procedure or legal hearing. This bill would extend these employment protections to victims of sexual harassment, as defined. The bill would also extend these employment protections to specified family members, as defined, of the victims for taking time off from work to provide assistance to the victims when seeking relief or obtaining those services and counseling, as described above. The bill would, if the employee’s need for leave is foreseeable, require the employee to provide the employer with reasonable advance notice, unless the advance notice is not feasible. The bill would authorize the employer to require that the employee’s request for leave be supported by a specified certification. The bill would, if it is not feasible for the employee to provide certification prior to the leave, prohibit the employer from taking any action against the employee if the employee, within a reasonable time after the absence, provides a certification to the</p>		
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		employer. The bill would apply these protections to state and local public employers and to the Legislature. By expanding the definition of a crime, this bill would impose a state-mandated local program. The bill would extend confidentiality protections provided to victims in this context, which existing law applies only to people employed by employers with 25 or more employees, to employers generally. The bill would make conforming changes. This bill contains other related provisions and other existing laws.		
AB 659 Mullin D Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/10/2019)(May be acted upon Jan 2020)	Existing law creates the California Transportation Commission, with various powers and 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. This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.		

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AB 676 Frazier D California Transportation Commission: annual report.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 3/25/2019)(May be acted upon Jan 2020)	Existing law establishes in state government the California Transportation Commission with specified powers and duties relative to the programming of transportation capital improvement projects and other related matters. Existing law requires the commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations and identifying timely and relevant transportation issues facing the state. This bill would instead require the commission to adopt and submit the annual report by December 31 of each year.		
AB 847 Grayson D Housing: transportation- related impact fees grant program.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 4/1/2019)(May be acted upon Jan 2020)	Existing law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. The department is responsible for administering various housing and home loan programs throughout the state. Existing law requires the department, on or before January 1, 2019, to establish the Housing for a Healthy California Program to create supportive housing opportunities through grants to counties for capital and operating assistance, as specified, or operating reserve grants and capital loans to developers, or both. This bill would require the department, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 867 Wood D Department of Motor Vehicles.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2019)(May be acted upon Jan 2020)	Existing law authorizes the Department of Motor Vehicles to assess and collect certain fees, including an annual fee for the registration of a vehicle. This bill would require the department, by no later than July 1, 2020, to accept credit cards as payment for any fees at all of its field offices. The bill would also require the department, by no later than July 1, 2020, to allow annual vehicle registration fees to be paid in monthly, bimonthly, or semiannual installment payments. The bill would require the department to adopt regulations to implement the acceptance of installment payments.		

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<p>AB 983 Boerner Horvath D</p> <p>Transportation electrification.</p>	<p>4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/7/2019)(May be acted upon Jan 2020)</p>	<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 the 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 commission 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 an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill would authorize an electrical corporation to file an application with the PUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations. The bill would require the application to prioritize the installment of charging stations in disadvantaged communities, as defined. The bill would require the PUC to review, modify, if appropriate, and decide whether to approve an application filed by an electrical corporation and supported by the local or regional planning agency. The bill would authorize an electrical corporation to propose a cost allocation methodology that allocates costs in a reasonable manner and would require the PUC to approve the cost allocation methodology if the commission finds that the application would minimize overall costs and maximize overall benefits and is in the interests of ratepayers. The bill would require that the</p>		
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		charging stations be installed by the utility workforce, or by workers who are paid the prevailing wage for all program-related work.This bill contains other related provisions and other existing laws.		
AB 992 Mullin D Open meetings: local agencies: social media.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/7/2019)(May be acted upon Jan 2020)	The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body.This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.This bill contains other related provisions and other existing laws.		

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AB 1038 Muratsuchi D Health data: rates for health care services: physicians and surgeons.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was HEALTH on 4/8/2019)(May be acted upon Jan 2020)	Existing law states the intent of the Legislature to establish a Health Care Cost Transparency Database to collect information regarding the cost of health care. Existing law requires the Office of Statewide Health Planning and Development to convene a review committee for purposes of advising the office on the establishment and implementation of the database. Existing law requires the office, by July 1, 2020, to submit a report to the Legislature, based on recommendations of the review committee and any third-party vendor, that includes prescribed elements. Existing law requires the office to establish, implement, and administer the database. Existing law requires certain health care entities, including a physician and surgeon, to provide specified information to the office for collection in the database. Under existing law, implementation of these provisions is subject to budget appropriation for that purpose. This bill would require the Medical Board of California to provide to the office, no less than annually, a comprehensive list of all physicians and surgeons practicing in California, including prescribed information. The bill would require a board-licensed physician and surgeon to provide to the office specified information relating to negotiated rates and charges imposed for services provided. The bill would require the office to make public certain aggregate data on negotiated rates.		

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AB 1056 Garcia, Eduardo D	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/7/2019)(May be acted upon Jan 2020)	Existing law establishes a prima facie speed limit of 25 miles per hour on any highway other than a state highway, in a business or residence district, except as specified. Under existing law, a “residence district” is a portion of highway and contiguous property other than a business district, with 13 or more separate dwelling houses or business structures on one side of the highway, or 16 or more separate dwelling houses or business structures on both sides of the highway, within a distance of 1/4 mile. This bill would authorize the County of Imperial to implement a demonstration project to expand the definition of a residence district for purposes of existing speed laws to include any portion of a highway and the property contiguous to that highway, with at least 13 separate dwelling houses or business structures located upon both sides of the property contiguous to the highway, collectively, within a distance of 1/4 mile. The bill would require the property to be located in an unincorporated portion of the county within 35 air miles of a border with a foreign jurisdiction. This bill contains other related provisions.		
Speed laws: residence districts.				
AB 1112 Friedman D	7/12/2019-S. 2 YEAR 7/12/2019- Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/29/2019)(May be acted upon Jan 2020)	Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program.	Oppose Unless Amended	
Shared mobility devices: local regulation.				

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		The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California Environmental Quality Act. This bill contains other related provisions.		
AB 1115 Quirk-Silva D California Global Warming Solutions Act of 2006: Low-Carbon Fuel Standard regulations.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2019)(May be acted upon Jan 2020)	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 requires the state board 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. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would require the state board to amend the Low-Carbon Fuel Standard regulations to consider the attainment of standards under the federal Clean Air Act, consider specified climate goals, complement existing oxides of nitrogen reductions programs to ensure value-added support to meet 2023 and 2031 federal nonattainment deadlines, and apply performance-based metrics.		

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AB 1142 Friedman D Regional transportation plans: transportation network companies.	8/30/2019-S. 2 YEAR 8/30/2019- Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2019)(May be acted upon Jan 2020)	(1)Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators.This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.This bill contains other related provisions and other existing laws.		
AB 1148 Patterson R High-speed rail: independent peer review group.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/7/2019)(May be acted upon Jan 2020)	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 the purpose 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 for each corridor. This bill would require the independent peer review group to study and annually report to the Legislature on alternative uses for high-speed rail project infrastructure that is located in the project's Central Valley corridor and the construction of which the group anticipates will be completed by the end of the calendar year in which the report will be submitted to the Legislature.		

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AB 1157 Burke D Time Deposit Program: report.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May be acted upon Jan 2020)	Existing law, which is known as the Time Deposit Program, requires the Treasurer, if possible, to deposit state money into an eligible bank. Existing law defines eligible bank to mean a bank selected by the Treasurer that meets certain requirements, including that it received an overall rating of not less than satisfactory in its most recent evaluation by the appropriate federal financial supervisory agency of the bank's record of meeting the credit needs of the state's communities, including low- and moderate-income neighborhoods. This bill, on or before January 1, 2022, and on or before January 1 each year thereafter, would require the Treasurer to submit a report to the Legislature on the Time Deposit Program, as provided.		

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AB 1167 Mathis R Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	3/14/2019-A. TRANS. 4/1/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.	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. 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 no longer continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund for certain components of a specified high-speed rail project. The bill, beginning with the 2021–22 fiscal year, would continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection to purchase new engines and equipment, hire new firefighters, and clear overgrowth or tree mortality and to the Firefighter Home Relief Trust Fund Program. This bill contains other related provisions.		

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AB 1176 Bloom D State funds: investments.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was B. & F. on 3/11/2019)(May be acted upon Jan 2020)	Existing law specifies the types of securities that are eligible for investment of surplus state funds. This bill would include as a type of security that is eligible for the investment of surplus state funds the bonds, notes, debentures, or other similar obligations of a foreign government of a country that the International Monetary Fund lists as industrialized and for which the full faith and credit of that country has been pledged for the payment of principal and interest, if specified requirements are met.		
AB 1198 Stone, Mark D Public employees' retirement: pension reform: excepted employees: transit workers.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/21/2019)(May be acted upon Jan 2020)	The California Public Employees' Pension Reform Act of 2013 (PEPRA), among other things, establishes new retirement formulas, which are generally applicable to employees first employed on or after January 1, 2013, and which a public employer offering a defined benefit pension plan is prohibited from exceeding. PEPRA excepts certain public employees from its provisions, including certain transit workers whose interests are protected by specified federal law until a federal district court ruled that a United States Department of Labor determination that the application of PEPRA to these workers violated federal law was in error, or until January 1, 2016, as specified. A district court ruling to this effect occurred on December 31, 2014. This bill would except transit workers hired before January 1, 2016, from PEPRA by removing the federal district court contingency language from the provision excepting certain transit workers from PEPRA, as described above.		

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AB 1226 Holden D State highways: property leases: assessment.	8/30/2019-S. 2 YEAR 8/30/2019- Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2019)(May be acted upon Jan 2020)	Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease to public or private entities areas above or below state highways. Existing law authorizes the department, in certain cases, to make the land or airspace within the right-of-way of a highway available to a public entity for specified transit-related purposes. This bill would provide examples of "airspace" and "areas above or below state highways" for purposes of those provisions. This bill contains other related provisions and other existing laws.		
AB 1241 Quirk-Silva D Contracts between public agencies and private entities for hiring and training individuals: electronic databases.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was P. & C.P. on 3/11/2019)(May be acted upon Jan 2020)	Existing law, the Information Practices Act of 1977, requires an agency to maintain in its records only personal information that is relevant and necessary for a required or authorized purpose, and requires an agency to maintain and disclose personal information in accordance with specified conditions and limitations to ensure the security and confidentiality of the personal information. This bill would require an agency, as defined, that contracts with a person or private entity that owns or licenses an electronic database that contains the personal information of individuals for the purpose of hiring and training specified individuals, to do so only if the contract requires the person or private entity to comply with the requirements for disclosure and maintenance of personal information that are applicable to an agency pursuant to the act. By imposing additional requirements on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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<p>AB 1243 Fong R</p> <p>Traffic Relief and Road Improvement Act.</p>	<p>3/25/2019- A. TRANS. 4/4/2019-Re-referred to Com. on TRANS.</p>	<p>(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, and certain miscellaneous State Highway Account revenues. This bill would continuously appropriate the revenues in the account, after deductions for administration, with 40% of the revenues to be allocated to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, 40% of the revenues to be apportioned by the Controller to cities and counties for road purposes pursuant to a specified formula, and 20% to fund projects in the State Transportation Improvement Program that create measurable reductions in traffic congestion, thereby making an appropriation. The bill would require the California Transportation Commission to adopt performance criteria and metrics for expenditure of certain of these revenues, and would impose various requirements on cities and counties in order to receive</p>		
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		apportionments. The bill would also require the department to implement efficiency measures with the goal of generating \$100,000,000 annually in savings at the department and to propose, from the identified savings, an appropriation to be included in the annual Budget Act of up to \$100,000,000 from the State Highway Account for expenditure on the Active Transportation Program. This bill contains other existing laws.		
AB 1262 O'Donnell D California Sustainable Freight Action Plan.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Executive Order No. B-32-15 directed the Secretary of Transportation, the Secretary for Environmental Protection, and the Secretary of the Natural Resources Agency to lead other relevant state departments, including the State Air Resources Board, in developing an integrated action plan by July 2016 and to establish targets to improve freight efficiency, transition to zero-emission technologies, and increase the competitiveness of the state's freight system. The California Sustainable Freight Action Plan was completed in response to Executive Order No. B-32-15. This bill would require, by January 1, 2021, and every 5 years thereafter, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development, in collaboration with relevant stakeholders, to update the California Sustainable Freight Action Plan, as provided.	Support	

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AB 1276 Bonta D Green New Deal.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/21/2019)(May be acted upon Jan 2020)	Existing law establishes various environmental and economic policies. This bill would state the intent of the Legislature to enact legislation to develop and implement a Green New Deal with the objective of reaching specified environmental outcomes within the target window of 10 years from the start of execution of the plan and accomplishing certain social goals.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1277 Obernolte R Transportation projects: oversight committees.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/11/2019)(May be acted upon Jan 2020)	Existing law provides various sources of revenue for transportation projects undertaken by state and local agencies. The Public Works Project Peer Review Act of 2013 authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group to give expert advice on the scientific and technical aspects of the public works project, as specified. This bill would require a public agency administering a megaproject, which the bill would define as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000, to take specified actions to manage the risks associated with the megaproject, including establishing a comprehensive risk management plan and regularly reassessing its reserves for potential claims and unknown risks. The bill would require a public agency administering a megaproject to establish a project oversight committee composed of specified individuals to review the megaproject and perform other specified duties. The bill would require the public agency administering the megaproject to provide quarterly reports to the project oversight committee. The bill would require the project oversight committee to provide annual reports to the California Transportation Commission until the year following the completion of the megaproject. By requiring local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1284 Carrillo D Carbon neutrality.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2019)(May be acted upon Jan 2020)	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 adopt a regulation defining carbon neutrality, as specified.		
AB 1286 Muratsuchi D Shared mobility devices: agreements.	7/12/2019-S. 2 YEAR 7/12/2019- Failed Deadline pursuant to Rule 61(a)(11). (Last location was JUD. on 5/29/2019)(May be acted upon Jan 2020)	Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1316 Gallagher R Internet: social media or search engine service: censorship.	5/28/2019- A. RLS. 5/28/2019-Re-referred to Com. on RLS. pursuant to Assembly Rule 97.	Existing law prohibits an internet service provider from blocking or impairing lawful internet content and applications, engaging in paid prioritization, or unreasonably interfering with a user's ability to access and use lawful internet content. This bill would prohibit a person who operates a social media internet website located in California, as defined, from removing or manipulating content from that site on the basis of the political affiliation or political viewpoint of that content. However, the bill would authorize a site to remove content of a political nature if the site's content is limited to the promotion of only certain political viewpoints and the content is inconsistent with those viewpoints or the content violates the site's community values, provided that the content limitation and community values are clearly stated in the user terms and conditions.		
AB 1347 Boerner Horvath D Electricity: renewable energy and zero-carbon resources: state and local government buildings.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/11/2019)(May be acted upon Jan 2020)	Existing law establishes the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. This bill would establish the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to state and local government buildings by December 31, 2030, and to all California end-use customers by December 31, 2045.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1350 Gonzalez D Youth Transit Pass Pilot Program.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2019)(May be acted upon Jan 2020)	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes.This bill would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the department to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified. The bill would require the department to develop guidelines that describe the application process, selection criteria, performance measures, and reporting requirements that evaluate the effectiveness of the program. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the outcomes of the program and the status of transit pass programs statewide.This bill contains other related provisions.		
AB 1374 Fong R Department of Transportation: state highways.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission.This bill would make nonsubstantive changes to these provisions.		

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<p>AB 1402 Petrie-Norris D</p> <p>Active Transportation Program.</p>	<p>4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2019)(May be acted upon Jan 2020)</p>	<p>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. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects statewide, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects by metropolitan planning organizations (MPO), with the funds available for distribution by each MPO based on its relative population. Existing law requires the commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties. To ensure that the MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection criteria. Existing law requires the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. This bill would require the department, instead of the commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds to each MPO as a lump sum for award to projects selected by the applicable MPO. The bill would authorize MPO's to adopt their own guidelines, or use part or all of the guidelines developed by the commission. The bill would also authorize specified county transportation commissions to create their own set of guidelines that govern the funding distribution for their jurisdiction and would require those guidelines to be accepted and incorporated into the MPO guidelines. To</p>	<p>Oppose Unless Amended</p>	
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		the extent the bill imposes additional duties on an MPO, the bill would impose a state-mandated local program.This bill contains other existing laws.		
AB 1406 O'Donnell D Alternative and Renewable Fuel and Vehicle Technology Program.	8/30/2019-S. 2 YEAR 8/30/2019- Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/12/2019)(May be acted upon Jan 2020)	Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission. Existing law requires the commission, as part of the Alternative and Renewable Fuel and Vehicle Technology Program, to provide funding measures to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies. Existing law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria. This bill would require the commission, until January 1, 2024, to allocate no less than 10% of the moneys available for allocation as part of the program for alternative fuel and advanced technology vehicles.This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1411 Reyes D Integrated action plan for sustainable freight.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/14/2019)(May be acted upon Jan 2020)	Existing law requires the State Air Resources Board to submit to the Legislature a report with policy recommendations for increasing the use of light-duty, medium-duty, and heavy-duty zero-emission vehicles in the state that includes, among other things, recommendations as to how vehicle fleet operators can increase the number of zero-emission vehicles in vehicle fleet use. Existing law creates the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies, with priority given to projects benefiting disadvantaged communities, as provided. This bill would establish as a state goal the deployment of 100,000 zero-emission medium- and heavy-duty vehicles and off-road vehicles and equipment, and the corresponding infrastructure to support them, by 2030. The bill would require the Public Utilities Commission, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor’s Office of Business and Economic Development to develop and update by January 1, 2021, and at least every 5 years thereafter, an integrated action plan for sustainable freight that identifies strategies relating to that state goal, with priority given to actions that significantly reduce air pollution in low-income communities, as defined, and disadvantaged communities, as identified by the California Environmental Protection Agency.		

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AB 1418 Chiu D Transportation electrification: electric school buses.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 4/23/2019)(May be acted upon Jan 2020)	Existing law requires the Public Utilities Commission (PUC), in consultation with the State Air Resources Board and the State Energy Resources and Conservation Development Commission (Energy Commission), to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce the dependence on petroleum, meet air quality standards, achieve specified zero-emission and near-zero-emission vehicle-related goals, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. This bill would require the PUC to assess if the applications filed by an electrical corporation regarding transportation electrification provide sufficient resources to achieve a 100% shift to zero emissions for school buses in that electrical corporation's territory. The bill would require the PUC, if the PUC makes a determination that more needs to be done to support the advancement to 100% zero-emission school buses, to direct electrical corporations to file additional applications to provide sufficient electrical charging infrastructure for the transformation of school buses away from diesel, gasoline, propane, and natural gas combustion to zero-emission options. This bill contains other related provisions and other existing laws.		

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AB 1430 Garcia, Eduardo D	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/24/2019)(May be acted upon Jan 2020)	Existing law authorizes the Public Utilities Commission, the State Air Resources Board, the California Transportation Commission, and the Labor and Workforce Development Agency to invest public moneys on various project and programs. Existing law requires some of those investments to be cost effective. This bill would require these agencies, by January 1, 2021, to provide a joint assessment of options for redefining the term “cost-effective” to the Legislature for the purposes of prioritizing public investment opportunities. The bill would require these agencies, in assessing the options for the definition, to consider the impact that investments would have on various specified factors. The bill would require these agencies to conduct a joint public process for completing the assessment and to solicit comments from interested stakeholders.		
State government: public investment opportunities: cost-effective definition.				
AB 1431 Burke D	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	Existing law requires the California Workforce Development Board, in consultation with the State Air Resources Board, to report to the Legislature on the need for increased education, career technical education, job training, and workforce development resources or capacity to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would state the intent of the Legislature to enact legislation on the need for increased education, career technical education, job training, and workforce development resources or capacity to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals in response to the report.		
Greenhouse gases: education, career technical education, job training, and workforce development.				

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AB 1433 Diep R Transportation network companies.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	The Passenger Charter-party Carriers' Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes specific requirements for liability insurance coverage, background checks, and other regulatory matters applicable to transportation network companies, as defined, and their participating drivers, as defined. This bill would make nonsubstantive changes to the definitions that apply to these provisions.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1442 Rivas, Luz D Income taxes: credits: Share Our Values Tax Credit.	8/26/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	The Personal Income Tax Law and the Corporation Tax Law allow a motion picture credit for taxable years beginning on or after January 1, 2020, to be allocated by the California Film Commission on or after July 1, 2020, and before July 1, 2025. Existing law allows a credit in an amount equal to 20% or 25% of qualified expenditures up to \$100,000,000 for the production of a qualified motion picture in this state, with additional specified credit amounts allowed. Existing law limits the aggregate amount of these new credits to be allocated in each fiscal year to \$330,000,000 plus, among other amounts, the amount of any unused credit amounts for the preceding fiscal year. This bill, for taxable years beginning on or after January 1, 2020, would allow an additional tax credit, for qualified motion pictures in the same manner as described above, with modifications including revising the definition of “qualified motion picture” to mean a qualified motion picture that either relocated to California from, or chose not to pay or incur qualified expenditures for a qualified motion picture in, a state that has pending legislation or existing law that prohibits access to, criminalizes the provision of, or otherwise restricts a woman’s access to abortion services after 8 weeks from the beginning of the pregnancy or earlier and would limit on the aggregate amount of these new credits to be allocated in each fiscal year to \$50,000,000 plus additional specified amounts. This bill contains other related provisions.		

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AB 1445 Gloria D Climate change: emergency declaration and policy.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	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 requires the state board 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. Existing law establishes the Natural Resources Agency as the state agency responsible for coordinating development of the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes programs, including the Integrated Climate Adaptation and Resiliency Program and a regional climate collaborative program, to coordinate and facilitate regional and local responses to climate change. This bill would declare that it is the policy of the State of California to restore an optimal safe climate and to provide maximum protection from climate change to all people and species, globally, including the most vulnerable. The bill would state the intent of the Legislature that the state, in furtherance of that policy, undertake various immediate and large-scale efforts, including conversion of the economy to zero greenhouse gas emissions by no later than 2030, with an immediate phaseout of fossil fuels. The bill would make related legislative findings and declarations.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1463 Gabriel D California Global Warming Solutions Act of 2006.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	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 requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would make technical, nonsubstantive changes to these provisions.		
AB 1536 Gray D Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: standards.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/28/2019)(May be acted upon Jan 2020)	Existing law establishes the Office of Planning and Research in the Governor's office, under the control of the Director of State Planning and Research appointed by the Governor. Existing law requires the office to serve the Governor and the Governor's cabinet as staff for long-range planning and research and as the comprehensive state planning agency, as provided. Among other things, existing law requires the office to develop a housing cost manual which may be used by local agencies in assessing the impact on housing costs of alternative land use proposals and land use regulatory programs of local agencies, and as an aid in evaluating private land use proposals. This bill, no later than November 30, 2020, would require the office to develop standards for the formation of Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts. The bill would require that these standards encourage equitable development in location-efficient areas adjacent to public transit investments in passenger rail in order to refocus growth toward city centers while reducing greenhouse gas emissions and reinforcing community resilience.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1543 Holden D Transportation funds: transit operators: fare revenues.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/14/2019)(May be acted upon Jan 2020)	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 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.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1568 McCarty D Housing law compliance: prohibition on applying for state grants.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	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 element. Existing law, the Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Existing law requires the department to review the draft and report its written findings, as specified. Existing law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law. This bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law. If the department finds that the city or county is no longer in violation of state law, the bill would require the department to notify the city or county. The bill would, on or before January 1, 2025, prohibit a city or county found to be in violation of state law, as described above, from applying for a state grant, unless the fund source of the state grant is protected by a specified provision of the California Constitution relating to state taxes and fees on motor vehicles and motor vehicle fuels or the state grant funds, if awarded to the city or county, would assist the city or county in complying with the Housing Element Law. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1580 Levine D Major infrastructure construction projects: oversight committees.	8/30/2019-S. 2 YEAR 8/30/2019-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/12/2019)(May be acted upon Jan 2020)	Existing law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.		
AB 1582 Diep R Joint powers authorities.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	Existing law authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would make nonsubstantive changes to this provision.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1589 Salas D Carl Moyer Memorial Air Quality Standards Attainment Program: heavy-duty off-road equipment.	5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the State Air Resources Board. The program authorizes the state board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The state board is required to establish and update grant criteria and guidelines for covered vehicle projects. The program deems an off-road project that involves farm equipment to have a minimum project life of at least 10 years, as specified. This bill would additionally authorize as an eligible project under the program equipment powered by a diesel engine certified to the cleanest available emission level to replace the baseline equipment for a heavy-duty off-road equipment replacement project that involves farm equipment and the baseline equipment is powered by an uncontrolled gasoline engine, as specified.		
AB 1594 Bauer-Kahan D Heavy-duty vehicles: electric vehicle charging stations: ports.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2019)(May be acted upon Jan 2020)	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. This bill would require the state board to ensure at least 2 electric vehicle charging stations for heavy-duty vehicles are installed at each of the Ports of Long Beach, Los Angeles, and Oakland, as specified.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1690 Flora R Biomass electrical generation facilities: contract extension requirements.	4/26/2019-A. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/25/2019)(May be acted upon Jan 2020)	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Existing law requires electrical corporations, by December 1, 2016, to procure, through financial commitments of 5 years, their proportionate shares of 125 megawatts of cumulative rated generating capacity from bioenergy projects commencing operation prior to June 1, 2013, that each produces its generation using specified minimum percentages of certain types of forest feedstock. Pursuant to this requirement, the commission has adopted resolutions establishing fuel or feedstock procurement requirements for generation from bioenergy projects intended to reduce wildfire risks that are applicable to the state's 3 largest electrical corporations. Existing law additionally requires local publicly owned electric utilities serving more than 100,000 customers to procure their proportionate shares of 125 megawatts of cumulative rated generating capacity from those kinds of bioenergy projects subject to terms of at least 5 years. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1698 Wicks D Infrastructure investment and financing.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the Infrastructure and Economic Development Bank within the Governor’s Office of Business and Economic Development. The act authorizes the bank to provide financial assistance for various types of projects that qualify as public development or economic development facilities and to finance transition costs of an electrical corporation, as provided.This bill would state the intent of the Legislature to establish and provide initial funding for the Resilient Activities and Development Agency and the California Resourcient Infrastructure Corporation, as provided.		

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<p>AB 1717 Friedman D Transit-Oriented Affordable Housing Funding Program Act.</p>	<p>5/17/2019-A. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)</p>	<p>Existing law authorizes the legislative body of a city or a county to propose the establishment of an enhanced infrastructure financing district, in accordance with specified procedures, to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided. The bill would require that the city council or board of supervisors serve as the governing board of the district and, in that capacity, prepare and adopt a transit-oriented affordable housing financing plan. The bill would authorize a district to designate program areas. The bill would authorize the district to provide program funding to multifamily housing developments, as defined, within those program areas that meet specified requirements, including that the housing include a minimum percentage of units that are restricted to very lower, low, or moderate income households, and that the development receives to preliminary approval from CalHFA, as provided. The bill would require that program funding be used for the acquisition, construction, or rehabilitation of housing for very low income households and persons and families of low or moderate income. The bill would authorize the transit-oriented affordable housing financing plan to include a provision for the division of taxes with respect to those properties selected for participation. The bill would establish a maximum amount of program funding, and a maximum term for the division of taxes, for multifamily housing developments based on the percentage of very low, lower, or moderate</p>		
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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		income units included.This bill contains other related provisions and other existing laws.		
AB 1778 Boerner Horvath D	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	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 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 requires the moneys from the fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the act, as specified.This bill would make technical, nonsubstantive changes to those provisions.		
ACA 1 Aguiar-Curry D	5/20/2019- A. THIRD READING 8/19/2019-Read third time. Refused adoption. Motion to reconsider made by Assembly Member Aguiar- Curry.	(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, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, 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. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.This bill contains other related provisions and other existing laws.	Support	

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<p>SB 4 McGuire D</p> <p>Housing.</p>	<p>4/26/2019-S. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 4/2/2019)(May be acted upon Jan 2020)</p>	<p>(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 element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing.This bill would authorize a development proponent of a neighborhood multifamily project or eligible transit-oriented development (TOD) project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an “eligible TOD project” as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. The bill would require specified TOD projects to comply with specified affordability, prevailing wage, and skilled and trained workforce requirements. The bill would also define “eligible parcel” to mean a parcel located within a city or county that has unmet regional housing needs and has produced fewer housing units than jobs over a specified period; is zoned to allow residential use and qualifies as an infill site; is not located within a historic district, coastal zone, very high fire hazard severity zone, or a flood plain; the development would not require the demolition of specified types of affordable housing; the parcel is not eligible for development under existing specified</p>		
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		transit-oriented development authorizations; and the parcel in question has been fully reassessed on or after January 1, 2021, to reflect its full cash value, following a change in ownership. This bill contains other related provisions and other existing laws.		

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<p>SB 15 Portantino D</p> <p>Property tax revenue allocations: Local-State Sustainable Investment Program.</p>	<p>5/17/2019-S. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)</p>	<p>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, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction’s portion of the annual tax increment, as defined. Existing property tax law also reduces the amount of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992–93 and 1993–94 fiscal years, that the amount of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing property tax law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to school districts, community college districts, and the county office of education. This bill would establish the Local-State Sustainable Investment Program, which would be administered by the Department of Finance. The bill would authorize a city, a county, or a specified joint powers agency that meets specified eligibility criteria to apply to the Department of Finance for funding for projects that further certain purposes, including increasing the availability of affordable housing. The bill would require that funding under the program be provided by an allocation of ad valorem property tax revenues, as provided, and would limit the amount of funding approved under the program to \$200,000,000 per fiscal year and \$1,000,000,000 total. This bill contains other related provisions and other existing laws.</p>		
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<p>SB 25 Caballero D</p> <p>California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds.</p>	<p>7/10/2019-A. 2 YEAR 7/10/2019- Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 7/8/2019)(May be acted upon Jan 2020)</p>	<p>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. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that are funded, in whole or in part, by specified public funds or public agencies and that meet certain requirements. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program. The bill would require the Judicial Council, by September 1, 2020, to adopt rules of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification or adoption of an environmental review document or the granting of project approvals, including any appeals therefrom, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to those projects. The bill would require a party seeking to file an action or proceeding pursuant to CEQA to provide the lead agency and the real party in interest a notice of intent to sue within 10 days of the posting of a certain notice and would prohibit a court from accepting the filing of an action or proceeding from a</p>		
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		party that fails to provide the notice of intent to sue.This bill contains other related provisions and other existing laws.		
SB 43 Allen D Carbon intensity and pricing: retail products.	7/10/2019-A. 2 YEAR 7/10/2019- Failed Deadline pursuant to Rule 61(a)(10). (Last location was REV. & TAX on 6/24/2019)(May be acted upon Jan 2020)	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, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified.This bill contains other existing laws.	Work with Author	

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SB 48 Wiener D Low Barrier Navigation Center developments.	5/17/2019-S. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)	(1)The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Existing law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and to make adequate provision for the existing and projected needs of all economic segments of a community.This bill would revise the requirements of the housing element, as described above, in connection with the identification of zones where emergency shelters are allowed as a permitted use with a conditional use or other discretionary permit. The bill would generally require that emergency shelters be in areas that allow residential use, including mixed-use areas, but would permit designation in nonresidential zones if a zoning designation is not possible where residential use is a permitted use and if a local government can demonstrate that the zone is connected to specified amenities and services. The bill would remove the authorization granted to local government to require off-street parking, as specified, in connection with standards applied to emergency shelters. The bill would require that zones where emergency shelters are allowed include sites that meet at least one of certain prescribed standards.This bill contains other related provisions and other existing laws.		
SB 50 Wiener D Planning and zoning: housing development: streamlined	6/4/2019-S. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location	(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit.This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant		

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approval: incentives.	was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)	land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site.This bill contains other related provisions and other existing laws.		

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SB 59 Allen D California Transportation Commission: advisory committee: autonomous vehicle technology.	8/30/2019-A. 2 YEAR 8/30/2019- Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/14/2019)(May be acted upon Jan 2020)	Existing law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology. The bill would require the council to consist of at least 22 members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. The bill would require the council to gather public comment on issues and concerns related to autonomous vehicles and to submit, among other things, recommendations for statewide policy changes and updates to the Legislature no later than January 1, 2022, and to submit a report of its recommendations biannually thereafter, or more frequently at the commission's discretion. The bill would require the council to create subcommittees focused on or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state's environmental, public health, and energy objectives, as specified. The bill would require the subcommittee to submit policy recommendations to the council and the Legislature by January 1, 2022, and to make those recommendations publicly available. The bill would repeal these provisions on January 1, 2030.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 147 Beall D High-Speed Rail Authority.	7/12/2019-A. 2 YEAR 7/12/2019- Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/2/2019)(May be acted upon Jan 2020)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.		

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<p>SB 152 Beall D</p> <p>Active Transportation Program.</p>	<p>5/17/2019-S. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)</p>	<p>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. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population. Existing law requires the commission to develop guidelines and project selection criteria for the program in consultation with various agencies and interested parties. To ensure that MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection criteria. Existing law requires the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. This bill would require that 60% of available funds be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis. The bill would require, rather than authorize, the commission to adopt separate guidelines for the MPOs to ensure that they have sufficient discretion to adopt regional guidelines and would not limit those guidelines to project selection criteria. The bill would authorize an MPO to perform its own competitive project selection process in accordance with the regional guidelines adopted by the commission, or to request the commission to perform the competitive project selection process on the MPO's behalf in accordance with guidelines adopted by the commission for the projects awarded in small urban and rural regions and on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds as a lump sum to the department for disbursement to each MPO for award to projects selected</p>	<p>Oppose Unless Amended</p>	
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		by the applicable MPO, unless the MPO requests the commission to conduct the competitive selection process on behalf of the MPO. The bill would authorize the commission to authorize the department to allocate a portion of the funds in the small urban and rural and the statewide distribution categories and, if the MPO requests the commission to perform the competitive project selection process on its behalf, to allocate a portion of those funds. The bill would make the provisions of the bill apply only to the 5th and successive funding cycles of the Active Transportation Program.		
SB 191 Morrell R Land use: housing element.	1/30/2019- S. RLS. 2/6/2019- Referred to Com. on RLS.	The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 236 Wilk R Low-Carbon Innovation Grant Program: Low-Carbon Innovation Panel.	4/26/2019-S. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was B., P. & E.D. on 4/10/2019)(May be acted upon Jan 2020)	The Economic Revitalization Act establishes the Governor’s Office of Business and Economic Development, also known as GO-Biz, to serve as the Governor’s lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. The office, among others, makes recommendations to the Governor and the Legislature regarding policies, programs, and actions to advance statewide economic and business development goals. This bill would establish the Low-Carbon Innovation Panel in the Governor’s Office of Business and Economic Development with a specified membership. The bill would establish the Low-Carbon Innovation Grant Program, to be administered by the panel, to award grants to help researchers, entrepreneurs, and companies create and commercialize new low-carbon technologies that will help the state meet its greenhouse gas emissions reductions targets, as specified. The bill would authorize moneys from the Greenhouse Gas Reduction Fund to be available, upon appropriation, for allocation by the panel for the purposes of the program. This bill contains other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 241 Moorlach R Personal Income Tax: California Voluntary Contribution Program.	5/17/2019-S. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)	Existing law authorizes taxpayers to designate amounts in excess of their personal income tax liability for the support of specified voluntary contribution funds. Existing law also contains administrative provisions generally applicable to a new or extended voluntary contribution. Existing law provides for various voluntary contribution funds to be listed on the personal income tax return, including the California Firefighters' Memorial Fund and the California Peace Officer Memorial Foundation Fund, which are both repealed on January 1, 2021, except as otherwise provided. This bill would remove the repeal dates for the California Firefighters' Memorial Fund and the California Peace Officer Memorial Foundation Fund, thereby allowing those voluntary contribution funds to be listed on the personal income tax return indefinitely. This bill contains other related provisions and other existing laws.		

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<p>SB 266 Leyva D</p> <p>Public Employees' Retirement System: disallowed compensation: benefit adjustments.</p>	<p>9/15/2019-S. 2 YEAR 9/15/2019-9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was DESK on 9/11/2019)(May be acted upon Jan 2020)</p>	<p>(1)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 disallowed 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 compensation and would require that the state, school employer, or contracting agency 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.</p>		
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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 279 Galgiani D High-Speed Rail Authority: supplemental business plan.	4/26/2019-S. 2 YEAR 4/26/2019- Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/3/2019)(May be acted upon Jan 2020)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. 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. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements, by May 1, 2014, and every 2 years thereafter. This bill would require the authority to develop and adopt a supplemental business plan for the estimated cost of completing the section of the high-speed rail system located between the City of Merced and the northern end of the initial operating segment in the County of Madera on or before February 1, 2020, and submit the supplemental business plan to the Director of Finance, a specified peer review group, and certain legislative committees.		

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<p>SB 315 Hertzberg D</p> <p>Governor's Office of Business and Economic Development: taxation: gross income exclusions: opportunity zones.</p>	<p>7/10/2019-A. 2 YEAR 7/10/2019- Failed Deadline pursuant to Rule 61(a)(10). (Last location was REV. & TAX on 7/1/2019)(May be acted upon Jan 2020)</p>	<p>Existing law authorizes the Governor's Office of Business and Economic Development to develop content on its internet website or through other mediums to be used for public dissemination, through outreach activities, in order to provide information and resources to inform the general public about place-based and other geographically targeted economic development programs, including California Promise Zones and California Opportunity Zones. Existing law requires the Governor's Office of Business and Economic Development to convene, at least annually, representatives from various programs and agencies across the state and from various federal programs and agencies for the purpose of discussing how California can leverage Promise Zones and Opportunity Zones to meet state and local community and economic development needs. This bill would enact the California Opportunity Zone Authority Act, which would create within state government the California Opportunity Zone Authority Board consisting of 7 members, including the Treasurer who the bill would require to serve as chair. The bill would require the board to incorporate or form a qualified opportunity fund, as specified, known as the California Qualified Opportunity Fund, for the purpose of making allocations to cities and counties that will invest in California Opportunity Zones, as provided. The bill, subject to specified limitations, would require the board to solicit investments on or after January 1, 2020, and before January 1, 2025, of eligible capital gains for deposit in the fund, and would prohibit investments of eligible capital gains in the fund on or after January 1, 2025. The bill would require moneys in the fund to be continuously appropriated to the board, without regard to fiscal year, for purposes of administering the act, thereby making an appropriation. The bill would require the board to develop and implement investment policy and objectives for the allocation of moneys and to allocate moneys to cities and counties that apply to the board consistent with this policy and other specified criteria, as provided. The bill would also require the board to</p>		
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		develop a risk management and oversight program to, among other things, monitor risk levels. The bill would authorize the board to employ staff and adopt regulations necessary to implement the act. The bill would provide that the board and the State of California are not be liable for investment losses of the fund.This bill contains other related provisions and other existing laws.		
SB 319 Moorlach R State highways: Department of Transportation: German autobahn report.	4/23/2019- S. RLS. 4/23/2019- Withdrawn from committee. Re-referred to Com. on RLS.	Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law prohibits a person from driving a vehicle upon a highway with a speed limit established pursuant to specified provisions at a speed greater than that speed limit. Existing law prohibits a person from driving a vehicle upon a state highway at a speed greater than 65 miles per hour.This bill would require the department, on or before January 1, 2021, to submit a report that includes policy recommendations to the Legislature and the California Transportation Commission on any potential advantages of the German autobahn system compared to California’s state highway system and on the feasibility of implementing those potential advantages in California, as specified.		
SB 336 Dodd D Transportation: fully-automated transit vehicles.	7/12/2019-A. 2 YEAR 7/12/2019- Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/24/2019)(May be acted upon Jan 2020)	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. Existing law imposes various requirements on transit operators.This bill would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		

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SB 498 Hurtado D Trade Corridors Improvement Fund: grant program: short-line railroads.	7/10/2019-A. 2 YEAR 7/10/2019- Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/6/2019)(May be acted upon Jan 2020)	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF), created by the bond act. The bond act makes the moneys in the TCIF available, upon appropriation in the annual Budget Act by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight movement, as determined by the commission. Existing law designates the commission as the administrative agency responsible for programming funds in the TCIF and authorizes the commission to adopt guidelines for the TCIF program. This bill would require the commission, upon appropriation by the Legislature of funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select grant recipients.		

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<p>SB 526 Allen D</p> <p>Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.</p>	<p>5/17/2019-S. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May be acted upon Jan 2020)</p>	<p>(1)Existing law requires designated regional transportation planning agencies to prepare and adopt a regional transportation plan. Certain of these agencies are also designated under federal law as metropolitan planning organizations. Existing law requires a regional transportation plan to include a policy element, an action element, and a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law requires the state board to update those targets every 8 years. Existing law requires the state board, by 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. Under existing law, the action element of a regional transportation plan describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. This bill would require the state board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target. The bill would require the action element prepared by a metropolitan planning organization to identify near and long-term steps to be taken to implement a sustainable communities strategy and achieve the greenhouse gas emission reduction targets established by the state board. The bill would require the metropolitan planning organization to monitor progress toward</p>		
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		implementing these steps and to report that progress to the state board for purposes of the above-described report.This bill contains other related provisions and other existing laws.		
SB 664 Allen D Electronic toll and transit fare collection systems.	9/15/2019-A. 2 YEAR 9/15/2019- Failed Deadline pursuant to Rule 61(a)(15). (Last location was P. & C.P. on 9/10/2019)(May be acted upon Jan 2020)	(1)Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility.This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities. The bill would limit the above-described authorization to those operators engaged in an interstate interoperability program. The bill would assert that these provisions are declarative of existing law.This bill contains other related provisions and other existing laws.	Support	

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SB 732 Allen D Transactions and use tax: South Coast Air Quality Management District.	5/17/2019-S. 2 YEAR 5/17/2019- Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/30/2019)(May be acted upon Jan 2020)	(1)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 and establishes a district board to govern the district.This bill would authorize the south coast district board to impose a transactions and use tax within the boundaries of the south coast district, as specified, with the moneys generated from the transactions and use tax to be used to supplement existing revenues being used for south coast district purposes, as specified.This bill contains other related provisions.		
SB 739 Stern D Climate change: research, development, and demonstration: financial assistance.	2/22/2019-S. RLS. 3/14/2019- Referred to Com. on RLS.	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. The bill would state the intent of the Legislature to enact legislation to establish a new model for providing agile financial assistance for research, development, and demonstration of climate change mitigation technologies with transformational potential.This bill contains other existing laws.		
SB 749 Durazo D California Public	9/15/2019-A. 2 YEAR 9/15/2019- Failed Deadline	The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. Existing law provides that nothing in the act requires the disclosure of corporate proprietary information including trade secrets,		

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Records Act: trade secrets.	pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/13/2019)(May be acted upon Jan 2020)	among other things.This bill would provide that specified records of a private industry employer that are prepared, owned, used, or retained by a public agency are not trade secrets and are public records, including certain records relating to employment terms and conditions of employees working for a private industry employer pursuant to a contract with a public agency, if those wages, benefits, working hours and other employment terms and conditions relate to work performed under the contract, records of compliance with local, state, or federal domestic content requirements, and records of a private industry employer’s compliance with job creation, job quality, or job retention obligations contained in a contract or agreement with a state or local agency. The bill, however, would exclude contracts between a public agency and a private industry employer entered into before January 1, 2020, and records that include communications between the state or local agency and specified state or local officials, on matters posing a threat to the security of a public building, a threat to the security of essential public services, or a threat to the public’s right of access to public services or public facilities, from these provisions. Because the bill would require local officials to perform additional duties, it would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		

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SCA 1 Allen D Public housing projects.	9/10/2019- A. DESK 9/10/2019- Read. Adopted. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	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.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SCA 3 Hill D Property taxation: change in ownership: inheritance exclusion.	5/21/2019- S. INACTIVE FILE 5/21/2019- Ordered to inactive file on request of Senator Hill.	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 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-decried \$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.		
Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose

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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 1865 U.S. Representative Bill Pascrell (D – NJ)	FURTHER CONSOLIDATED APPROPRIATIONS ACT, 2020 Funds the U.S. Department of Transportation programs and projects for the balance of Federal Fiscal Year 2020.	12/20/19 – Signed into law by the President 12/19/19 – passed by the U.S. Senate 12/17/19 – passed by the U.S. House of Representatives
Senate Bill 1790 Senator James Inhofe (R – OK)	NATIONAL DEFENSE AUTHORIZATION ACT Authorizes Department of Defense programs – includes language with respect to prohibitions on the use of federal funds for procuring rolling stock from China.	12/20/19 – Signed into law by the President 12/17/19 – passed by the U.S. Senate 12/11/19 – passed by the U.S. House of Representatives
Senate Bill 352 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 issued and allocated a total of \$12.4 billion in Private Activity Bonds, leaving just over \$2.5 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. 352 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.	Senate – Referred to Committee on Finance

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<p>H.R. 1139</p> <p>U.S. Representative Grace Napolitano (D- CA)</p>	<p>THE TRANSIT WORKER AND PEDESTRIAN PROTECTION 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 for a similar bill</p> <p>House - Referred to the Subcommittee on Highways and Transit</p>
<p>Senate Bill 2164</p> <p>Rep. Julia Brownley (D- Ventura County)</p>	<p>THE GREEN BUS ACT OF 2019</p> <p>The bill would increase funding for the federal zero-emission bus grant programs. The bill would also give preference to agencies that have an approved plan to move their bus fleets to all zero emission buses. Lastly, the bill would require that all federal funding be restricted to only zero-emission buses by 2029.</p>	<p>House - Referred to the Subcommittee on Highways and Transit</p>

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<p>H.R. 4101/S. 2404</p> <p>Representative Karen Bass (CA-37) and U.S. Senator Kirsten Gillibrand</p>	<p>Build Local, Hire Local Act</p> <p>This bill would allow for geographic based hiring to take place on federally funded projects, among other provisions related to U.S. Employment Plan use, and transparency and accountability provisions related to Buy America. The legislation, if approved in its current form, would require the use of Local Hire on all federally funded infrastructure projects, not just projects funded through U.S. Department of Transportation. The bill includes an increase in the required set-aside for SBE and DBE participation for federally funded contracts. The bill also develops new best value procurement standards that give preference to bids that use the U.S. Employment Plan.</p>	<p>9/26/19: Board adopts a Support position</p>
<p>Senate Bill 2302</p> <p>U.S. Senator John Barrasso (R-WY)</p>	<p>America’s Transportation Infrastructure Act of 2019</p> <p>This bill reauthorizes, for a period of five years, the highway title and programs included in the surface transportation authorization bill. The ATIA is largely a bill that builds on the FAST Act – while making very few changes to existing formula funding programs. The bill would provide \$287 billion over five years (\$259 billion for formula programs), which represents an increase of 27% over the FAST Act authorized funding levels. The legislation authorizes over \$6 billion in new competitive grants for shovel ready bridge investments. The legislation provides \$5.5 billion for the Nationally Significant Freight and Highway Projects Program. The bill provides over \$4.9 billion over five years to protect roadways and bridges from natural disasters, such as extreme weather events. The legislation also authorizes \$125 million for a national research program and statewide pilot projects to test road usage fees and other alternatives to the existing 18.4 cent federal gas tax.</p>	<p>9/26/19: Board adopts a Work with Author position</p>

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