

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 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. | (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. | | Education (text 5/16/2019) Support Association of California School Administrators California Association for Health, Physical Education, Recreation and Dance California Federation of Teachers California State PTA Mental Health America of California Oppose None |
| AB 10 Chiu D | 8/26/2019- S. APPR. SUSPENSE | (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 | | Governance And Finance (text 8/12/2019) Support |

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| Income taxes: credits low-income housing: farmworker housing. | FILE 8/30/2019-In committee: Held under submission. | 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. | | None Oppose None |
| AB 87 Committee on Budget Transportation. | 6/26/2019-S. BUDGET & F.R. 6/26/2019-Re-referred to Com. on B. & F.R. | (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, 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 | | Committee On Budget And Fiscal Review (text 6/11/2019) Support None Oppose None |

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| | | <p>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 conducted pursuant to these provisions, including manipulating, correcting, altering, or changing</p> | | |

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| | | <p>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</p> | | |

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| | | <p>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 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</p> | | |

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| | | 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. | | |
| AB 89 Ting D Budget Act of 2019. | 4/24/2019- S. BUDGET & F.R. 3/16/2020-From committee chair, with author's amendments: Amend, and re- refer to cmte. Read second time, amended, and re-referred to Com. on B. & F.R. | This bill would amend the Budget Act of 2019 by appropriating \$500,000,000 from the General Fund to be used for any purpose related to the Governor's March 4, 2020 proclamation of a state of emergency. This bill would authorize additional appropriations in increments of \$50,000,000, up to a total appropriation of \$1,000,000,000. The bill would amend the act to state the Legislature's intent that the administration work with stakeholders, including members of the Legislature and legislative staff, to develop strategies to be considered for inclusion in the Budget Act of 2020 to provide assistance related to the impacts of COVID-19. The bill would amend the act by adding an item of appropriation to the Department of Resources Recycling and Recovery. This bill contains other related provisions. | | |

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| AB 117 Ting D Education finance: average daily attendance and timeline waivers: protective equipment and cleaning appropriation: COVID –19. | 4/24/2019- S. BUDGET & F.R. 3/16/2020- From committee chair, with author's amendments: Amend, and re- refer to committee. Read second time, amended, and re-referred to Com. on B. & F.R. | (1)Existing law requires the governing board of a school district to report to the Superintendent of Public Instruction during each fiscal year the average daily attendance of the school district for all full school months, and describes the period between July 1 and April 15, inclusive, as the “second period” report for the second principal apportionment. Existing law requires a county superintendent of schools to report the average daily attendance for the school and classes maintained by the county superintendent and the average daily attendance for the county school tuition fund.For local educational agencies that comply with Executive Order N–26–20, this bill would specify that for purposes of attendance claimed for apportionment purposes pursuant to the provision described above, for the 2019–20 school year average daily attendance reported to the State Department of Education for the second period and the annual period for local educational agencies only includes all full school months from July 1, 2019, to February 29, 2020, inclusive.(2)If a local educational agency fails to offer a specified minimum number of instructional days and minutes, existing law requires the local educational agency’s apportionment of funds from the State School Fund to be reduced, as specified.To prevent the loss of funding related to an instructional time penalty because of a school closed due to the coronavirus (COVID–19), this bill would deem the instructional days and minutes requirements described above to have been met during the period of time the school was closed due to COVID–19. The bill would require a superintendent of a school district, county superintendent of schools, or charter school administrator to certify in writing to the Superintendent that the school was closed due to COVID–19. By imposing additional duties on local educational agencies, the bill would impose a state-mandated local program.(3)Existing law establishes the After School Education and Safety Program and describes the purpose of the program as creating incentives to establish locally driven before and after school enrichment programs that partner public schools and communities to provide academic and literacy support and safe, constructive alternative for youth. If a program grantee is temporarily prevented from operating its entire program due to natural disaster, civil unrest, or imminent danger to pupils or | | |

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| | | <p>staff, existing law authorizes the department to approve a grantee’s request for pupil attendance credit equal to the average annual attendance that the grantee would have received had it been able to operate its entire program during that time period. This bill would specify that a school closure due to COVID–19 is a qualifying event for the purposes described above. The bill would waive a grantee’s obligation to submit a request for pupil attendance credits, and would require a grantee to be credited with the average annual attendance it would have received had it been able to operate its entire program during the time the school was closed due to COVID–19.(4)Existing law requires a school district that has one or more pupils who are English learners, and, to the extent required by federal law, a county office of education and a charter school, to assess the English language development of each pupil in order to determine the pupil’s level of proficiency. Existing law requires this assessment to be conducted upon a pupil’s initial enrollment and at least annually during a 4-month period after January 1. This bill would extend the deadline to conduct the English learner assessment by 45 days, unless otherwise determined by the Superintendent.(5)Existing law establishes the California Assessment of Student Performance and Progress (CAASPP) as the statewide system of pupil assessments, under which various assessments are required or authorized to be administered in public schools, as specified. Existing law also requires the governing board of a school district maintaining any of grades 5, 7, and 9 to administer to each pupil in those grades a physical performance test, as specified. This bill would extend the testing window for the annual English learner assessment described in (4), the CAASPP, and the physical performance test by the length of time a school is closed due to COVID–19, or until the end of the testing window, whichever comes first.(6)Existing law establishes timelines affecting special education programs, including, among other timelines, requiring a proposed assessment plan to determine if a pupil is an individual with exceptional needs to be developed within 15 calendar days of referral for assessment, excluding calendar days between the pupil’s regular school sessions or terms and calendar days of school vacation in excess of 5</p> | | |

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| | | schooldays. This bill would require the State Department of Education to consider the days a school is closed due to COVID–19 as days between a pupil’s regular school session for purposes of the timelines affecting special education programs. The bill would waive certain special education timelines if a local educational agency has closed due to COVID–19 up until the school reopens and the regular school session reconvenes. The bill would specify that is it not waiving requirements imposed by federal law.(7)This bill would appropriate \$100,000,000 from the General Fund to the Superintendent to be apportioned to certain local educational agencies for purposes of purchasing personal protective equipment, or paying for supplies and labor related to cleaning schoolsites, or both. This bill contains other existing laws. | | |
| AB 145 Frazier D | 1/17/2020- S. RLS. 1/17/2020- Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | 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. | | Transportation (text 12/13/2018) Support None Oppose None |
| AB 289 Fong R | 6/19/2019- S. JUD. 7/2/2019-In committee: Set, first hearing. Failed | 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 | | Judiciary (text 4/24/2019) Support California Civil Liberties Advocacy Central Valley Business |

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| Ombudsperson. | passage. Reconsideration granted. | 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. | | Federation Greater Bakersfield Chamber of Commerce Howard Jarvis Taxpayers Association Kern County Taxpayers Association League of Women Voters of California Oppose None |
| AB 291 Chu D Local Emergency Preparedness and Hazard Mitigation Fund. | 1/30/2020-S. RLS. 1/30/2020-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | 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, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. 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 | | Governmental Organization (text 4/22/2019) Support California Emergency Services Association California Fire Chiefs Association California Tribal Business Alliance City of San Jose Fire Districts Association |

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| | | July 1, 2021, would require the committee to adopt guidelines identifying eligible uses of the funds distributed pursuant to these provisions 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. | | of California League of California Cities Oppose County of Santa Clara |
| 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. | | Transportation (text 3/5/2019) Support None Oppose None |

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| AB 345 Muratsuchi D Natural resources: environmental justice: oil and gas: regulation of operations. | 1/28/2020-S. RLS. 1/28/2020-In Senate. Read first time. To Com. on RLS. for assignment. | (1)Existing law establishes the Natural Resources Agency, composed of departments, boards, conservancies, and commissions responsible for the restoration, protection, and management of the state’s natural and cultural resources, under the supervision of an executive officer known as the secretary. This bill would require the Secretary of the Natural Resources Agency to create an environmental justice program within the agency to identify and address any gaps in existing programs, policies, or activities that may impede the achievement of environmental justice. The bill, contingent upon funding for this purpose, would require the secretary to establish a grant-based reimbursement program to enable environmental justice and community groups to meaningfully participate in rulemaking and other regulatory processes at departments and entities within the agency. The bill would define environmental justice for these purposes. This bill would require the department to, on or before July 1, 2022, adopt regulations to protect public health and safety near oil and gas extraction facilities. The bill would require those regulations to include safety requirements and the establishment of a minimum setback distance between oil and gas activities and sensitive receptors such as schools, childcare facilities, playgrounds, residences, hospitals, and health clinics based on health, scientific, and other data, and would require the department to consider a setback distance of 2,500 feet at schools, playgrounds, and public facilities where children are present, and a range of other protective measures, including, but not limited to, enhanced monitoring and maintenance requirements. Because a violation of these regulations would be a crime, the bill would impose a state-mandated local program. The bill would require the department to comply with certain consultation and public participation requirements before adopting the regulations, as provided. The bill would require the department to, on or before January 1, 2022, provide an update on the status of the rulemaking process and a description of the regulations being considered to the Assembly Committee on Natural Resources and the Senate Committee on Natural Resources and Water. This bill contains other related provisions and other existing laws. | | Natural Resources (text 4/3/2019) Support 1 Individual 350 Bay Area Action 350 Riverside 350 Silicon Valley 350 South Bay Los Angeles Alliance of Nurses for Healthy Environments Amazon.com Asian Pacific Environmental Network Breast Cancer Action California Environmental Justice Alliance Californians Against Fracking Center for Biological Diversity Center for Environmental Health Center on Race, Poverty & the Environment Central California Asthma Collaborative Central Valley Air Quality Coalition Clean Water Action |

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| | | | | Consumer Watchdog Courage Campaign Earthworks Environment California Fossil Free California Greenpeace, Inc. Indivisible South Bay LA Mothers Out Front Natural Resources Defense Council (NRDC) NextGen California Oil Change International Physicians for Social Responsibility - Los Angeles Promesa Boyle Heights SoCal 350 Climate Action Strategic Concepts in Organizing and Policy Education Sunflower Alliance Sunrise Movement Bay Area Oppose 1 Individual Adolescent Rescue Mentoring Solution - Los Angeles African American Farmers of California American GI Forum of |

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| | | | | California AMVETS California Associated Builders And Contractors - Central California Chapter Bizfed - Los Angeles County BizFed Central Valley C&J Energy Services California Chamber of Commerce California Hispanic Chambers of Commerce California Independent Petroleum Association California State Council of Laborers Central Valley Latino Mayors and Elected Officials Coalition Coalinga Chamber of Commerce Contra Costa Building and Construction Trades Council CREED LA Fresno Area Hispanic Foundation Fresno Metro Black Chamber of Commerce Greater Bakersfield Chamber |

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| | | | | of Commerce Heavy, Highway, Building and Construction Teamsters Committee for Northern California Inland Empire Economic Partnership International Brotherhood of Electrical Workers Local 302 International Brotherhood of Electrical Workers Local 428 International Brotherhood of Electrical Workers, Local 11, International Union of Painters and Allied Trades Local 294 Iron Workers Local 433 Kern Citizens for Energy Kern County Economic Development Corporation Kern County Farm Bureau Inc. Kern County Hispanic Chamber of Commerce Kern County Taxpayers Association Kern County's North Of The River Chamber Of Commerce Latin Business Association |

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| | | | | Long Beach Area Chamber of Commerce Los Angeles Area Chamber of Commerce Los Angeles/Orange Counties Building and Construction Trades Council LULAC Council (3272) Napa/Solano Building and Construction Trades Council National Association of Royalty Owners Nisei Farmers League North of the River Chamber of Commerce Orange County Business Council Orange County Hispanic Chamber of Commerce San Gabriel Valley Economic Partnership San Joaquin Building Trades Council Santa Clarita Valley Economic Development Corporation Southern California District Council of Laborers State Building and |

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| | | | | Construction Trades Council of California The Young Professionals Union of Painters and Allied Trades District Council 16 United Association of Plumbers and Pipefitters Local 246 United Association of Plumbers and Pipefitters Local 38 United Association of Plumbers and Pipefitters Local 447 Valley Industry and Commerce Association (VICA) Weatherford Western States Petroleum Association |
| AB 352 Garcia, Eduardo D | 8/14/2019- S. E.Q. 8/14/2019- From committee chair, with author's amendments: | 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 | | Natural Resources (text 3/14/2019) Support Bear Yuba Land Trust California Parks & Recreation Society Coachella Valley Association of Governments Comité Cívico del Valle |

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| Drought Preparation, and Flood Protection Bond Act of 2020. | Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on EQ. | provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable. | | East Bay Regional Park District Eastern Sierra Land Trust Imperial County Imperial County Transportation Commission Mammoth Lakes Recreation Mammoth Lakes Trails and Public Access Foundation Placer Land Trust San Bernardino County Sierra Business Council Sierra Foothill Conservancy Sierra Nevada Alliance Sonoma County Regional Parks Tahoe City Public Utilities District Truckee Donner Land Trust Watershed Conservation Authority Oppose None |
| AB 425 Cooley D Firearms: | 7/8/2019-S. APPR. SUSPENSE FILE 8/30/2019-In | (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 | | Public Safety (text 5/20/2019) Support California Association of Code Enforcement Officers California College and |

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| ammunition sales. | committee: Held under submission. | 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. | | University Police Chiefs Association California Narcotic Officers' Association California Statewide Law Enforcement Association Dooley Enterprises Los Angeles County Professional Peace Officers Association Miwall Corporation National Shooting Sports Foundation, Inc. Oppose None |
| AB 464 Garcia, Cristina D CA Global Warming Solutions Act of 2006. | 1/28/2020-S. RLS. 1/28/2020-In Senate. Read first time. To Com. on RLS. for assignment. | 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. This bill contains other existing laws. | | Natural Resources (text 1/6/2020) Support Rural County Representatives of California (RCRC) Oppose None |

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| AB 992 Mullin D Open meetings: local agencies: social media. | 1/30/2020-S. RLS. 1/30/2020-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | 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. | | Local Government (text 4/22/2019) Support CA Special Districts Assn CA State Assn of Counties Council Member Laura Parmer-Lohan, City of San Carlos Council Member Richa Awasthi, City of Foster City Councilmember Charles P. Stone, City of Belmont Councilmember Sara McDowell, City of San Carlos Councilwoman Giselle Halle, Redwood City League of California Cities Vice Mayor Adrian Fine, City Of Palo Alto Oppose CA News Publishers Assn |
| AB 1276 Bonta D Local redistricting. | 1/23/2020-S. RLS. 1/23/2020-Read third time. Passed. | The California Constitution authorizes a city to adopt a charter by a majority vote of its electors, and authorizes a charter city to make and enforce all ordinances and regulations in respect to municipal affairs. The California Constitution provides that it shall be competent in a city charter to provide for the manner in which, the method by which, the times at which, and the terms for which municipal officers and employees shall be elected or appointed. Existing law establishes criteria pursuant to which | | Local Government (text 1/6/2020) Support |

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| | Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | charter cities adjust or adopt council district area boundaries, as applicable, for the purpose of electing members of the city council. These criteria encourage council districts to be geographically contiguous and compact, to respect the geographic integrity of communities of interest, as defined, and to have easily identifiable and understandable boundaries. Existing law authorizes the city council of a charter city to establish an advisory redistricting commission to hold public redistricting hearings. This bill would provide that these criteria do not apply to a charter city that has adopted comprehensive or exclusive redistricting criteria, as defined, in its city charter. The bill would authorize the city council of a charter city to instead establish an advisory body to hold public redistricting hearings. The bill would clarify that if a council assigns the power to adopt new district boundaries to an advisory, hybrid, or independent redistricting commission, the charter city remains subject to the same redistricting deadlines, requirements, and restrictions that are applicable to the council. Existing law requires a county board of supervisors to record or prepare a written summary of each public comment and board deliberation made at each public redistricting hearing or workshop and to establish an internet web page dedicated to redistricting that includes links to the audio or audiovisual recording and adopted minutes of each public redistricting hearing. This bill contains other related provisions. | | Asian Americans Advancing Justice – California Oppose None |
| AB 1350 Gonzalez D Free youth transit passes: eligibility for state funding. | 1/28/2020-S. RLS. 1/28/2020-In Senate. Read first time. To Com. on RLS. for assignment. | 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 require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. | Work With Author | Transportation (text 1/6/2020) Support None Oppose None |

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| 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. | | Governance And Finance (text 7/11/2019) Support California State Council of Laborers California Teamsters IBEW Local 40 LiUNA! Local 724 National Women’s Political Caucus of California; OP&CMIA Local 755 Teamsters Local 399 Oppose California Teachers Association |
| AB 1839 Bonta D Climate change: CA Green New Deal. | 1/6/2020- A. PRINT 1/7/2020-From printer. May be heard in cmte February 6. | Existing law establishes various environmental and economic policies. This bill would create the California Green New Deal Council with a specified membership appointed by the Governor. The bill would require the California Green New Deal Council to submit a specified report to the Legislature no later than January 1, 2022. The bill also would make various findings and declarations. | | |

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| AB 1845 Rivas, Luz D | 3/11/2020- A. APPR. 3/11/2020- Coauthors revised. From committee: Do pass and re- refer to Com. on APPR. (Ayes 6. Noes 1.) (March 11). Re-referred to Com. on APPR. | (1)Existing law establishes various offices within the Governor’s office with specified duties and responsibilities. This bill would create, within the Governor’s office, the Governor’s Office to End Homelessness, which would be administered by the Secretary on Housing Insecurity and Homelessness appointed by the Governor. The bill would require that the office serve the Governor as the lead entity for ending homelessness in California and would task the office with coordinating the various federal, state, and local departments and agencies that provide housing and services to individuals experiencing homelessness or at risk of homelessness. The bill would require the office to exercise various powers and duties, including, among others, making recommendations to the Governor and the Legislature regarding policies, programs, and actions to end homelessness and developing universal guidelines and standards for providing services to individuals experiencing homelessness. This bill contains other related provisions and other existing laws. | | Housing And Community Development (text 1/6/2020) Support American Family Housing Brilliant Corners CA Apartment Association CA Catholic Conference California Coalition for Rural Housing Clifford Beers Housing, INC. Community Economics, Inc. Community Housing Partnership Corporation for Supportive Housing Destination: Home EAH Housing Homeless Health Care LA Housing California John Burton Advocates for Youth LA Family Housing LeadingAge California LA County Office of Education Path St. Joseph Center Oppose None |

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| AB 1848 Lackey R High-speed rail: Metrolink commuter rail system. | 1/17/2020- A. TRANS. 1/17/2020- Referred to Com. on TRANS. | 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 \$9,000,000,000 in general obligation bonds for high-speed rail purposes and \$950,000,000 for other related rail purposes. This bill would appropriate \$4,000,000,000 of those bond revenues to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system. The bill would require those improvements to support blended operation with high-speed trainsets upon completion of specified phases of the high-speed rail system, and would require that infrastructure upgrades funded by this appropriation make the corridor or usable segment thereof suitable and ready for high-speed train operation. | | |
| AB 1907 Santiago D California Environmental Quality Act: emergency shelters: supportive and affordable housing: exemption. | 1/30/2020- A. NAT. RES. 1/30/2020- Referred to Coms. on NAT. RES. and H. & C.D. | 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. This bill would, until January 1, 2029, exempt from environmental review under CEQA certain activities approved by or carried out by a public agency in furtherance of providing emergency shelters, supportive housing, or affordable housing, as each is defined. The bill would require a lead agency that determines to carry out or approve an activity that is within this CEQA exemption to file a notice of exemption, as specified. This bill contains other related provisions and other existing laws. | | |

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| AB 1908 Chen R Department of Transportation: Homeless Encampment and Litter Program. | 2/27/2020- A. TRANS. 2/27/2020- Referred to Coms. on TRANS. and HUM. S. | 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 of Transportation to require the removal of any encroachment in, under, or over any state highway. Existing law authorizes the department to offer for lease to a city, county, political subdivision of a city or county, or state agency airspace and real property that meets certain requirements for purposes of a temporary emergency shelter or feeding program, subject to certain conditions. This bill would require the department, within its maintenance program, to establish a Homeless Encampment and Litter Program to provide timely abatement and cleanup of homeless encampments on department property and expedited and coordinated access to housing and supportive services. The bill would require the department to coordinate with homeless service provider agencies and to establish homeless adult and family multidisciplinary personnel teams. The bill would require the department, upon receiving a report of a homeless encampment, to deploy a multidisciplinary personnel team to expedite and coordinate access to housing and supportive services for occupants of the encampment. Before proceeding to remove a homeless encampment, the bill would require the department to use best efforts to assist occupants of the encampment to voluntarily accept supportive services and relocate. If the department responds to 3 or more homeless encampments within 30 days at the same location, the bill would require, rather than authorize, the department to offer the location for lease for purposes of a temporary emergency shelter or feeding program pursuant to the above-described provisions. The bill would provide that implementation of these provisions is contingent upon an appropriation by the Legislature. This bill contains other existing laws. | | |
| AB 1911 Maienschein D State | 1/17/2020- A. V. A. 1/17/2020- Referred to Com. on V.A. | Existing law requires, as of July 1, 2014, every state agency that requests on any written form or written publication, or through its internet website, whether a person is a veteran, to request that information in a specified manner. This bill would delete the above-described provisions and instead would require each state agency, among other things, to include questions on its intake forms to determine whether an | | |

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| agencies: veterans. | | applicant is affiliated with the United States Armed Forces. The bill would require the state agency, through the intake form, to request permission from that person to transmit their contact information to the Department of Veterans Affairs so that the person may be notified of potential eligibility to receive state and federal veterans benefits. This bill contains other related provisions. | | |
| AB 1913 Gonzalez D Voter education: high school pupils. | 1/17/2020- A. ED. 3/16/2020-In committee: Hearing postponed by committee. | (1)Existing law requires the last 2 full weeks in April and in September to be known as “high school voter education weeks,” during which time persons authorized by the county elections official are allowed to register to vote pupils and school personnel on high school campuses. This bill would instead make January and September “high school voter education months.” This bill contains other related provisions and other existing laws. | | |
| AB 1915 Chu D Electrical corporations: deenergizatio n events. | 1/17/2020- A. U. & E. 1/17/2020- Referred to Com. on U. & E. | Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. Existing law requires each electrical corporation to annually prepare and submit a wildfire mitigation plan to the commission for review and approval, as specified. Following approval, the commission is required to oversee compliance with the plans. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, as well as protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. Existing law requires a wildfire mitigation plan of an electrical corporation to also include appropriate and feasible procedures for notifying a customer who may be impacted by the deenergizing of electrical lines and requires these procedures to consider the need to notify, as a priority, critical first responders, health care facilities, and operators of telecommunications infrastructure with premises within the footprint | | |

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| | | of a potential deenergization event. Because this bill requires action by the commission to implement its requirements, and because a violation of an order or decision of the commission implementing its requirements would be a crime, the bill would impose a state-mandated local program by creating a new crime. This bill contains other related provisions and other existing laws. | | |
| AB 1916 Chu D Deenergization: notification: languages. | 1/17/2020- A. U. & E. 1/17/2020- Referred to Com. on U. & E. | Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Under its existing regulatory authority, the commission has adopted guidelines and procedures for the intentional deenergization of an electrical corporation's distribution and transmission systems, including the provision of certain notices regarding the deenergization event. This bill would require an electrical corporation, by July 1, 2021, to conduct a survey of its customers asking each customer the language in which the customer prefers to receive direct communications from the electrical corporation and to list any medical needs that would require accommodation during a deenergization event. The bill would require the electrical corporation to provide direct communications and updates regarding the intentional deenergization of the electrical corporation's distribution and transmission system to each affected customer in the preferred language of that customer. The bill would require an electrical corporation to provide communications to the general public regarding the intentional deenergization of its distribution and transmission system in each language that is identified by the Department of Health Care Services as a Medi-Cal threshold language in any area that is within its service territory, utilizing at least 3 of 4 specified means of communication. This bill contains other related provisions and other existing laws. | | |
| AB 1922 Rivas, Luz D Pupil instruction: | 1/23/2020- A. ED. 1/23/2020- Referred to Com. on ED. | (1) Existing law requires the adopted course of study for grades 1 to 6, inclusive, and the adopted course of study for grades 7 to 12, inclusive, to include certain areas of study, including, among others, English, mathematics, social sciences, science, and visual and performing arts, as specified. This bill, with respect to both of the above-referenced adopted courses of study, would | | |

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| science requirements: climate change. | | require the science area of study to include an emphasis on the causes and effects of climate change. The bill would require that appropriate coursework including this material be offered to pupils as soon as possible, commencing no later than the 2021–22 school year. This bill contains other related provisions and other existing laws. | | |
| AB 1924 Grayson D Housing development: fees. | 1/23/2020- A. L. GOV. 1/23/2020- Referred to Coms. on L. GOV. and H. & C.D. | The Mitigation Fee Act authorizes a local agency to charge or imposed a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. Existing law, when a local agency imposes any fee or exaction as a condition of approval of a proposed development, as defined, or development project, prohibits those fees or exactions from exceeding the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed. This bill would require that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. By imposing additional duties on local agencies that impose fees under the Mitigation Fee Act, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| AB 1925 Obernolte R Worker status: independent contractors: small businesses. | 2/14/2020- A. L. & E. 2/14/2020- Referred to Com. on L. & E. | Existing law, as established in the case of <i>Dynamex Operations W. Inc. v. Superior Court</i> (2018) 4 Cal.5th 903 (<i>Dynamex</i>), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of specified wage orders. Existing law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person | | |

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| | | providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is commonly known as the “ABC” test. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. Existing law exempts specified occupations and business relationships from the application of Dynamex and these provisions. Existing law instead provides that these exempt relationships are governed by the test adopted in S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341. This bill would expand the above-described exemptions to also include small businesses, as defined. | | |
| AB 1928 Kiley R Employment standards: independent contractors and employees. | 2/14/2020- A. L. & E. 2/27/2020- Motion to suspend Art. IV, Sec. 8(b)(1) of the Constitution and Assembly Rule 96(b) failed. (Ayes 15. Noes 55.) | Existing law, as established in the case of Dynamex Operations W. Inc. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of specified wage orders. Existing law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection | | |

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| | | with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is commonly known as the “ABC” test. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. Existing law exempts specified occupations and business relationships from the application of Dynamex and these provisions. Existing law instead provides that these exempt relationships are governed by the test adopted in S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d (Borello). This bill would repeal those existing provisions and instead require a determination of whether a person is an employee or an independent contractor to be based on the specific multifactor test set forth in Borello, including whether the person to whom service is rendered has the right to control the manner and means of accomplishing the result desired, and other identified factors. The bill would make related, conforming changes. | | |
| AB 1934 Voepel R | 1/23/2020- A. H. & C.D. 1/23/2020- Referred to Coms. on H. & C.D. and L. GOV. | Existing law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development, which satisfies specified objective planning standards, that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. Existing law requires a local government to notify the development proponent in writing if the local government determines that the development conflicts with any of those objective standards by a specified time; otherwise, the development is deemed to comply with those standards. Existing law provides that if a local government approves a project pursuant to that process, that approval will not expire until a specified period of time depending on the nature of the development. This bill would, notwithstanding those provisions, | | |
| Planning and zoning: affordable housing: streamlined, ministerial approval process. | | | | |

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| | | authorize a development proponent to submit an application for a development to be subject to a streamlined, ministerial approval process provided that development meet specified objective planning standards, including that the development provide housing for persons and families of low or moderate income. The bill would require a local government to notify the development proponent in writing if the local government determines that the development conflicts with any of those objective standards within 30 days of the application being submitted; otherwise, the development would be deemed to comply with those standards. This bill would provide that the local government's approval of a project pursuant to this process would not expire for 5 years. This bill contains other related provisions and other existing laws. | | |
| AB 1937 Rivas, Luz D Homeless children and youths and unaccompanied youths: reporting. | 1/30/2020- A. ED. 3/16/2020-In committee: Hearing postponed by committee. | (1)Existing federal law, the McKinney-Vento Homeless Assistance Act, provides grants to states to carry out activities relating to the education of homeless children and youths, as defined, including, among others, providing services and activities to improve the identification of homeless children and youths and to enable them to enroll in, attend, and succeed in school. The act requires a state plan submitted for the receipt of the grant to include assurances that local educational agencies will designate an appropriate staff person to act as a local educational agency liaison for homeless children and youths and a description of how the state will ensure that local educational agencies and their liaisons will comply with specified requirements of the act, including the identification of homeless children and youths. This bill would require a local educational agency to ensure that each school within the local educational agency identifies all homeless children and youths and unaccompanied youths enrolled at the school, create a housing questionnaire, as specified, for purposes of identifying homeless children and youths and unaccompanied | | |

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| | | youths, and annually provide the housing questionnaire to all parents or guardians of pupils and unaccompanied youths of the local educational agency. The bill would require a local educational agency to collect the completed housing questionnaires and report the data from those questionnaires to the State Department of Education in a format determined by the department. The bill would also require the local educational agency to annually report to the department the number of homeless children and youths and unaccompanied youths enrolled. The bill would require a local educational agency to ensure that its school personnel who provide services to youth experiencing homelessness receive training about the homeless education program at least annually. This bill contains other related provisions and other existing laws. | | |
| AB 1939 Gonzalez D Pedicabs: electric bicycles. | 1/23/2020- A. TRANS. 3/17/2020-In committee: Hearing postponed by committee. | Existing law generally regulates the operation of bicycles, including, among other things, providing that a person operating a bicycle on the highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle. These provisions also apply to a pedicab, defined, among other things, as a bicycle with 3 or more wheels that is capable of transporting passengers on seats attached to the bicycle, that is operated by a person, and that is being used for transporting passengers for hire. A violation of the Vehicle Code provisions regulating the operation of a bicycle or pedicab is an infraction. Existing law defines a bicycle, for purposes of these provisions, as a device having one or more wheels upon which a person may ride that is propelled exclusively by human power, as specified. This bill would expand the definition of a pedicab to include electric bicycles and would expand the definition of a bicycle to include electric bicycles. Because a violation of these provisions is a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |

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| AB 1942 Gallagher R Forestry and fire protection: reduction of emissions of greenhouse gases. | 1/30/2020- A. NAT. RES. 3/16/2020-In committee: Hearing postponed by committee. | 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. This bill would appropriate \$330,000,000 for the 2020–21 fiscal year from the Greenhouse Gas Reduction Fund, as specified, to the department for specified healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions caused by uncontrolled wildfires, with not less than \$10,000,000 for the California Conservation Corps’ fire prevention projects and activities in, or adjacent to, the state responsibility areas. This bill contains other existing laws. | | |
| AB 1945 Salas D Emergency services: first responders. | 1/30/2020- A. G.O. 1/30/2020- Referred to Coms. on G.O. and P.E. & R. | Under existing law, the California Emergency Services Act, the Governor is authorized to proclaim a state of emergency, as defined, under specified circumstances. The California Emergency Services Act also authorizes the governing body of a city, county, city and county, or an official designated by ordinance adopted by that governing body, to proclaim a local emergency, as defined. This bill would, for purposes of the California Emergency Services Act, define “first responder” as an employee of the state or a local public agency who provides emergency response services, including a peace officer, firefighter, paramedic, emergency medical technician, public safety dispatcher, public safety telecommunicator, emergency response communication employee, rescue service personnel, or emergency manager. | | |

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| AB 1947 Kalra D Employment violation complaints: requirements: time. | 1/30/2020-A. L. & E. 3/16/2020-In committee: Hearing postponed by committee. | (1)Existing law creates the Division of Labor Standards Enforcement, which is headed by the Labor Commissioner, and commits to it the general authority to enforce the requirements of the Labor Code. Existing law generally authorizes people who believe that they have been discharged or otherwise discriminated against in violation of any law enforced by the Labor Commissioner to file a complaint with the Division of Labor Standards Enforcement within 6 months after the occurrence of the violation. Existing law generally requires the Labor Commissioner to commence actions to enforce labor standards within 3 years of their accrual, as specified.This bill would extend the period of time within which people may file complaints subject to the 6-month deadline, described above, to within one year after the occurrence of the violations.This bill contains other related provisions and other existing laws. | | |
| AB 1956 Quirk-Silva D Special education: braille instructional aide: notice of teacher credentialing programs. | 3/2/2020-A. ED. 3/16/2020-In committee: Hearing postponed by committee. | Existing law authorizes a local educational agency to reinforce braille instruction using a braille instructional aide who meets specified criteria under the supervision of a teacher who holds an appropriate credential to teach pupils who are functionally blind or visually impaired. Existing law requires a local educational agency to provide a braille instructional aide with information regarding certain teacher credentialing programs. Existing law establishes the California Classified School Employee Teacher Credentialing Program as a grant program for purposes of encouraging classified school employees to enroll in teacher training programs and to provide instructional service as teachers in the public schools, as specified. This bill would require a local educational agency to provide a braille instructional aide with information regarding the California Classified School Employee Teacher Credentialing Program. | | |

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| AB 1964 Frazier D Autonomous vehicles. | 1/30/2020- A. TRANS. 1/30/2020- Referred to Coms. on TRANS. and C. & C. | Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. Existing law defines an “autonomous vehicle” for this purpose as any vehicle equipped with autonomous technology, as defined, that has been integrated into the vehicle. This bill would expand the definition of the term “autonomous vehicle” to also include a remotely operated vehicle, defined as a specified type of vehicle that is capable of being operated by a driver or operator that is not inside of the vehicle. This bill contains other related provisions and other existing laws. | | |
| AB 1968 Ramos D Tribal Land Acknowledgment Act of 2021. | 1/30/2020- A. A.,E.,S.,T., & I.M. 1/30/2020- Referred to Com. on A.,E.,S.,T., & I.M. | Existing law, the California Native American Graves Protection and Repatriation Act of 2001, requires all agencies and museums that receive state funding and have possession or control over collections of California Native American human remains and associated funerary objects to inventory those remains and objects for repatriation to the appropriate tribes, as specified. This bill would authorize the owner or operator of any public school or state or local park, library, or museum in this state to adopt a process by which Native American tribes are properly recognized as traditional stewards of the land on which the school, park, library, or museum is located, as specified. | | |
| AB 1972 Voepel R Vehicular air pollution. | 2/6/2020- A. TRANS. 2/6/2020- Referred to Com. on TRANS. | Existing law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law exempts collector motor vehicles, as defined, from an emissions control inspection if the vehicle meets specified criteria. This bill would exempt all collector motor vehicles from these requirements. | | |

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| AB 1991 Friedman D Transit and Intercity Rail Capital Program: passenger tramways. | 2/6/2020- A. TRANS. 3/17/2020-In committee: Hearing postponed by committee. | Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency. This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation. | | |
| AB 1992 Friedman D Transportation: transportation infrastructure: climate change. | 2/6/2020- A. TRANS. 3/12/2020-Re- referred to Com. on TRANS. | Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state’s limited resources. This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and every 4 years thereafter, and for the updates to take into account the forecasted impacts of climate change on transportation infrastructure. The bill would require the updates to the California Transportation Plan and the Strategic Growth | | |

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| | | Council’s report to include a forecast of the impacts of climate change on transportation infrastructure and measures to address those impacts. The bill would require the commission’s revisions to the guidelines for the preparation of regional transportation plans to include a requirement that designated transportation planning agencies take into account the forecasted transportation infrastructure impacts of climate change. By requiring regional transportation plans to take into account this additional factor, the bill would impose a state-mandated local program. This bill contains other existing laws. | | |
| AB 2011 Holden D West San Bernardino County Rail Construction Authority. | 2/14/2020- A. TRANS. 2/14/2020- Referred to Com. on TRANS. | Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair. This bill would create the West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority. This bill contains other related provisions and other existing laws. | Watch | |
| AB 2012 Chu D Free senior transit passes: | 2/14/2020- A. TRANS. 2/14/2020- Referred to | 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 require transit agencies to offer free senior transit passes to persons over | Work With Author | |

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| eligibility for state funding. | Com. on TRANS. | 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs. | | |
| AB 2013 Irwin D Property taxation: new construction: definition. | 2/14/2020-A. REV. & TAX 3/9/2020-In committee: Hearing for testimony only. | 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. Existing law defines “newly constructed” and “new construction” to mean any addition to real property since the last lien date and any alteration of land or of any improvement since the last lien date that constitutes a major rehabilitation thereof or that converts the property to a different use. Existing law, where real property has been damaged or destroyed by misfortune or calamity, excludes from the definition of “newly constructed” and “new construction” any timely reconstruction of the real property, or portion thereof, where the property after reconstruction is substantially equivalent to the property prior to damage or destruction. This bill would define the term “substantially equivalent” for purposes of the provisions described above to mean the size of the improvement after reconstruction does not exceed 120% of the size of the improvement prior to damage or destruction or the full cash value of the improvement after reconstruction does not exceed 120% of the full cash value of the improvement prior to damage or destruction. The bill would apply this definition to real property damaged or destroyed by misfortune or calamity on or after January 1, 2017. This bill contains other related provisions and other existing laws. | | Revenue And Taxation (text 1/29/2020) Support California Apartment Association California Assessors' Association California Chamber of Commerce Oppose None |
| AB 2017 Mullin D | 2/14/2020-A. L. & E. 3/16/2020-Re- | Existing law requires an employer who provides sick leave for employees to permit an employee to use the employee’s accrued and available sick leave entitlement to attend to the illness of a family member and prohibits an | | |

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| Employee: sick leave: kin care. | referred to Com. on L. & E. In committee: Hearing postponed by committee. | employer from denying an employee the right to use sick leave or taking specific discriminatory action against an employee for using, or attempting to exercise the right to use, sick leave to attend to such an illness. This bill would provide that the designation of the sick leave taken under these provisions is at the sole discretion of the employee. | | |
| AB 2019 Holden D Pupil instruction: College and Career Access Pathways partnerships: county offices of education. | 2/14/2020-A. HIGHER ED. 3/16/2020-In committee: Hearing postponed by committee. | Existing law, until January 1, 2027, authorizes the governing board of a community college district to enter into a College and Career Access Pathways (CCAP) partnership with the governing board of a school district or the governing body of a charter school with the goal of developing seamless pathways from high school to community college for career technical education or preparation for transfer, improving high school graduation rates, or helping high school pupils achieve college and career readiness. This bill would also authorize county offices of education to enter into CCAP partnerships with the governing boards of community college districts in accordance with these provisions. The bill would make conforming changes. | | |
| AB 2020 Low D State government: travel. | 2/14/2020-A. A. & A.R. 2/14/2020-Referred to Coms. on A. & A.R. and JUD. | Existing law provides for officers and employees of the state, when away from their headquarters for state business, to receive travel expenses. Existing law prohibits a state agency and the Legislature from requiring any of its employees, officers, or members to travel to, or approving a request for state-funded or state-sponsored travel to, states that enacted laws that authorize or require discrimination against same-sex couples or their families or on the basis of sexual orientation, gender identity, or gender expression, as specified. This bill would prohibit a state agency, as defined, from paying, reimbursing an employee, providing a per diem allowance, or contracting for the cost of lodging, procuring a good or service, or any other expense at a lodging establishment where the owner, as specified, is the President of the United States. | | |

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| AB 2038 Committee on Transportation Transportation: parking offenses. | 2/14/2020- A. TRANS. 2/14/2020- Referred to Com. on TRANS. | Existing law makes any violation of any regulation governing the standing or parking of a vehicle that is not a misdemeanor punishable with a civil penalty. Existing law adds an additional \$3 penalty to any parking offense where a parking penalty, fine, or forfeiture is imposed. Existing law requires this penalty, when it is collected in the courts of the county for an infraction parking violation, to be transmitted to the Treasurer for deposit in the Trial Court Trust Fund. This bill would require this penalty to be transmitted to the Treasurer for deposit in the Trial Court Trust Fund when it is collected in the courts of the county for any parking offense. This bill contains other related provisions. | | |
| AB 2053 Rodriguez D Emergency response: trauma kits. | 3/10/2020- A. APPR. 3/10/2020- From committee: Do pass and re- refer to Com. on APPR. (Ayes 8. Noes 3.) (March 10). Re-referred to Com. on APPR. | Under existing law, everyone is generally responsible, not only for the result of their willful acts, but also for an injury occasioned to another by their want of ordinary care or skill in the management of their property or person. Existing law exempts from civil liability any person who, in good faith and not for compensation, renders emergency medical or nonmedical care or assistance at the scene of an emergency other than an act or omission constituting gross negligence or willful or wanton misconduct. Existing law exempts public or private organizations that sponsor, authorize, support, finance, or supervise the training of people, or certifies those people in emergency medical services, from liability for civil damages alleged to result from those training programs. This bill would define "trauma kit" to mean a first aid response kit that contains specified items, including, among other things, at least one tourniquet for an adult and one tourniquet for a child, as specified. The bill would require a person or entity that supplies a trauma kit to provide the person or entity that acquires the trauma kit with all information governing the use, installation, operation, training, and maintenance of the trauma kit. The bill would apply the provisions governing civil liability described above to a lay rescuer or person who renders emergency care or treatment by the use of a trauma kit and to a person or entity that provides training in the use of a trauma kit to provide emergency medical treatment, or certifies certain persons in the use of a trauma kit. This bill contains other related provisions and other existing laws. | | Judiciary (text 2/26/20) Support American College of Surgeons – Northern California Chapter American College of Surgeons – San Diego Chapter American College of Surgeons – Southern California Chapter American College of Surgeons, California Chapter American Red Cross Association, California Chapter Riverside Sheriffs' Association Oppose None |

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| AB 2054 Kamlager D Emergency services: community response: grant program. | 2/14/2020- A. G.O. 3/10/2020-Re-referred to Com. on G.O. | Existing law creates the Office of Emergency Services within the office of the Governor. The office is responsible for the state’s emergency and disaster response services for natural, technological, or man-made disasters and emergencies. Existing law requires the office to establish by rule and regulation various classes of disaster service workers, the scope of the duties of each class, and to adopt rules and regulations for the registration of each class of these workers. Existing law requires the office to work with advocacy groups representing the deaf and hard of hearing for the purpose of improving accessibility to emergency information and services for the populations that they serve. Existing law requires the office to develop a plan for state and local utilization of volunteers during a state of emergency. This bill would, until January 1, 2024, enact the Community Response Initiative to Strengthen Emergency Systems Act or the C.R.I.S.E.S. Act for the purpose of creating, implementing, and evaluating the C.R.I.S.E.S. Act Grant Pilot Program, which the act would establish. The bill would require the Office of Emergency Services to establish rules and regulations for the act with the goal of making grants to community organizations operating in a minimum of 10 counties, over 3 years, for the purpose of expanding the participation of community organizations in emergency response for specified vulnerable populations. The bill would require a community organization receiving funds pursuant to the program to use the grant to stimulate and support involvement in emergency response activities, as specified. The bill would require the director of the office, using not more than 5% of the moneys appropriated to support the program, to assemble staff and resources to carry out certain duties in support of the program. This bill contains other related provisions. | | |
| AB 2057 Chiu D | 2/3/2020- A. PRINT | Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with | | |

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| San Francisco Bay area: public transportation. | 2/4/2020-From printer. May be heard in committee March 5. | comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would state the intent of the Legislature to later enact legislation relating to public transportation in the 9-county San Francisco Bay area. | | |
| AB 2058 Gabriel D Income taxes: credits: low-income housing. | 2/14/2020-A. REV. & TAX 3/9/2020-In committee: Hearing for testimony only. | (1)The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2021, and before January 1, 2026, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would limit the aggregate amount of credit that may be allocated by the committee to \$500,000,000. The bill would require the credits to be reserved on a first-come-first-served basis. This bill contains other related provisions and other existing laws. | | Revenue And Taxation (text 3/2/2020) Support Affordable Homeless Housing Alternatives (AHHA) All Peoples Community Center Alliance for Community Transit Los Angeles Alliance of Californians for Community Empowerment Berkeley Tenants Union California Apartment Association California Building Industry Association California Coalition for Rural Housing California College |

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| | | | | Democrats California Housing Consortium California Housing Partnership California Reinvestment Coalition Coalition for Economic Survival Congregations Organized for Prophetic Engagement (COPE) Council of Community Housing Organizations East Bay Asian Local Development Corporation Ensuring Opportunity Campaign Habitat for Humanity California Kennedy Commission Law Foundation of Silicon Valley Leadership Counsel for Justice & Accountability LeadingAge California Long Beach Residents |

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| | | | | Empowered Mercy Housing Mission Economic Development Agency National Association of Social Workers (NASW) Non-Profit Housing Association of Northern California Sacramento Housing Alliance San Fernando Valley Faith Based Coalition on Homelessness San Francisco Housing Development Corporation Southern California Association of Non-Profit Housing Urban Counties of California Western Center on Law and Poverty Oppose None |

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| AB 2062 Boerner Horvath D | 2/14/2020- A. TRANS. 3/17/2020-In committee: San Diego Hearing Association of Governments: postponed by LOSSAN Rail Corridor: committee. study. | Under existing law, the San Diego Association of Governments is the transportation planning agency for the San Diego County region. This bill would appropriate \$5,000,000 from the General Fund to the San Diego Association of Governments to conduct a study of higher speed and safety alternatives for the LOSSAN Rail Corridor in the County of San Diego. As a condition of receiving the funding, the bill would require the San Diego Association of Governments to conduct the study, as specified, and would require the San Diego Association of Governments to submit a report to specified committees of the Legislature summarizing the results of the study. | | |
| AB 2063 Mullin D | 2/14/2020- A. REV. & TAX 3/9/2020-In committee: Hearing for testimony only. | The California Constitution authorizes the Legislature to exempt from taxation, in whole or in part, property that is used exclusively for religious, hospital, or charitable purposes, and is owned or held in trust by a nonprofit entity. Pursuant to this constitutional authority, existing law partially exempts from property taxation property used exclusively for rental housing and related facilities, if specified criteria are met, including, except in the case of a limited partnership in which the managing general partner is a nonprofit corporation eligible for the exemption, that 90% or more of the occupants of the property are lower income households whose rents do not exceed the rent limits prescribed by a specified law. Existing law limits the total exemption amount allowed to a taxpayer, with respect to a single property or multiple properties for any fiscal year on the sole basis of the application of this criterion, to \$20,000,000 of tax. This bill, for claims filed for fiscal years 2020–21 to 2030–31, inclusive, would decrease the percentage of occupants that are lower income households required to qualify for exemption under these provisions from 90% to 50%. The bill, with respect to lien dates occurring on and after January 1, 2020, would also increase the total exemption amount allowed from | | Revenue And Taxation (text 2/4/2020) Support 15 Individuals California Apartment Association Saint Francis Center San Mateo County Assessor San Mateo County Board of Supervisors San Mateo County Supervisor Warren Slocum Steelbridge Insurance Services Oppose |

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| | | \$20,000,000 to \$100,000,000 in assessed value. The bill would require any outstanding qualified ad valorem property tax in excess of the \$20,000,000 limitation, and related interest or penalty, which was levied or imposed on and after January 1, 2019, and before January 1, 2020, with respect to qualified property for which a qualified claim was filed, to be canceled to the extent that the amount canceled does not result in a total assessed value exemption amount in excess of \$100,000,000 being allowed to a qualified taxpayer with respect to a single property or multiple properties for any fiscal year. The bill would, on and after January 1, 2020, prohibit an escape assessment from being levied on qualified property if that amount would be subject to cancellation pursuant to this bill. This bill contains other related provisions and other existing laws. | | Santa Clara County Assessors Office |
| AB 2070 Levine D | 2/14/2020- A. E. & R. 3/16/2020-In committee: Hearing postponed by committee. | Existing law authorizes every person who qualifies under the California Constitution and who complies with certain provisions governing the registration of electors to vote at any election held within the territory within which the person resides and the election is held. This bill would instead require a person who qualifies and is registered to vote to cast a ballot, marked or unmarked in whole or in part, at every election held within the territory within which the person resides and the election is held. The bill would require the Secretary of State to enforce this requirement. | | |
| AB 2072 Melendez R | 2/14/2020- A. E. & R. 3/16/2020-In committee: Hearing | Existing law requires the Secretary of State and the Department of Motor Vehicles to establish the California New Motor Voter Program. Under the program, the Department of Motor Vehicles is required to provide to the Secretary of State specified information associated with each person who submits an application for a driver's license or identification card, and additionally to report to the Secretary of State that an applicant has attested | | |

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| Program: voter registration. | postponed by committee. | that the applicant meets the voter preregistration requirements for a person who is at least 16 years of age and otherwise meets all voter eligibility requirements. The prescribed information submitted by the department to the Secretary of State constitutes a completed or submitted affidavit of registration, and the Secretary is required to register or preregister the person to vote, unless the person affirmatively declines to register to vote during a transaction with the department, the department does not represent to the Secretary of State that the person attested that the person meets all voter eligibility requirements, or the Secretary of State determines that the person is ineligible to vote. This bill would instead require a person to affirmatively agree to become registered or preregistered to vote during a transaction with the department before the Secretary registers or preregisters that person, and it would make other conforming changes. | | |
| AB 2087 Daly D Vehicles: temporary license plates. | 2/20/2020- A. TRANS. 2/20/2020- Referred to Com. on TRANS. | Existing law requires a dealer or lessor-retailer, when selling a vehicle, to attach for display a copy of a report-of-sale form to the vehicle before the vehicle is delivered to the purchaser. Existing law also requires a dealer or lessor-retailer, when selling a vehicle, to attach a temporary license plate to a vehicle that does not already display a license plate issued by the Department of Motor Vehicles. This bill would require a dealer or lessor-retailer, when selling a vehicle, to attach for display a copy of a report-of-sale form to the vehicle before the vehicle is delivered to the purchaser only if the dealer does not attach a temporary license plate to the vehicle. | | |
| AB 2127 O'Donnell D School | 2/20/2020- A. ED. 3/16/2020-In committee: | Existing law requires school districts and county offices of education to be responsible for the overall development of a comprehensive school safety plan for each of its schools operating kindergarten or any of grades 1 to 12, inclusive. Existing law requires the schoolsite council of a school to write and | | |

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| property: location and facility details. | Hearing postponed by committee. | develop the comprehensive school safety plan relevant to the needs and resources of that particular school, in consultation with a representative from a law enforcement agency, a fire department, and other first responder entities. Existing law requires a petition to establish a charter school to include, among other things, a reasonably comprehensive description of the procedures that the charter school will follow to ensure the health and safety of pupils and staff, including requiring the development and annual update of a school safety plan that includes certain safety topics and procedures. This bill, commencing with the 2022–2023 school year, would require a county office of education, school district, and charter school to provide, and to update annually as needed, certain information to the State Department of Education for each school facility, schoolsite, or school property owned or leased by the local educational agency. This bill contains other related provisions and other existing laws. | | |
| AB 2132 Irwin D School safety: crisis intervention and targeted violence prevention program. | 3/12/2020- A. ED. 3/16/2020-Re- referred to Com. on ED. | Existing law requires school districts and county offices of education to be responsible for the overall development of a comprehensive school safety plan for each of their schools operating a kindergarten or any of grades 1 to 12, inclusive. Existing law requires a comprehensive school safety plan to include, among other things, the development of procedures for conducting tactical responses to criminal incidents, including procedures related to individuals with guns on school campuses and at school-related functions. This bill would require the governing board of a school district, on or before August 1, 2021, to adopt policies for the establishment of a crisis intervention and targeted violence prevention program that assists in the identification and assessment of individuals who may be experiencing a crisis or whose behavior may indicate a threat to the health and safety of themselves, pupils, school staff, or other community members, and that provides referrals to appropriate services. The | | |

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| | | bill would require those policies to include, among other things, provisions that identify the types of threatening behavior that may represent a physical threat to the school community and provisions requiring each school district to establish at least one multidisciplinary threat assessment and resource team, as provided. By imposing new duties on school districts and governing boards of school districts, the bill would impose a state-mandated local program. The bill would require the State Department of Education to make materials pertaining to multidisciplinary threat assessment and resource teams available on its internet website and to update those materials as necessary. This bill contains other existing laws. | | |
| AB 2137 Wicks D Planning and Zoning Law: court orders: housing development projects. | 2/27/2020- A. L. GOV. 2/27/2020- Referred to Coms. on L. GOV. and H. & C.D. | The Planning and Zoning Law requires a county or city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other mandatory elements, a housing element. Existing law requires a court, when issuing a final order or judgment in favor of a plaintiff challenging the validity of a general plan or mandatory element, to include one or more specified remedies in the order or judgment. Under existing law, these remedies include, among others, suspension of the authority of the city, county, or city and county to issue specified building permits, to grant zoning changes or variances, and to grant subdivision map approvals, as provided. The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving a housing development project for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, or an emergency shelter, including through the use of design review standards, unless it makes | | |

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| | | prescribed written findings. The act defines a housing development project for these purposes to mean residential units, mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use, and transitional housing or supportive housing. This bill would remove the option of a court, when issuing a final order or judgment in favor of a plaintiff challenging the validity of a general plan or mandatory element, to suspend the authority of the city, county, or city and county to issue specified building permits, to grant zoning changes or variances, and to grant subdivision map approvals, for housing development projects, as defined in the Housing Accountability Act. | | |
| AB 2138 Chau D | 2/20/2020- A. JUD. 3/17/2020-In committee: Hearing postponed by committee. | The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would recodify and reorganize the provisions of the act. The bill would include provisions to govern the effect of recodification and state that the bill is intended to be entirely nonsubstantive in effect. The bill would contain related legislative findings and declarations. The bill would become operative on January 1, 2022. | | |
| California Public Records Act. | | | | |
| AB 2145 Ting D | 2/10/2020- A. PRINT 2/11/2020- From printer. May be heard in committee March 12. | Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission), the State Air Resources Board (state board), electrical corporations, and the motor vehicle industry, to evaluate policies to develop infrastructure sufficient to overcome any barriers to the widespread deployment and use of plug-in hybrid and electric vehicles and, by July 1, 2011, to adopt rules that address certain related issues. Existing law requires the PUC, in cooperation with the Energy Commission, the state board, air quality management districts, air pollution control districts, electrical and gas corporations, and the motor | | |
| Transportatio n electrification: vehicle charging stations. | | | | |

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| | | vehicle industry, to evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of electric power and natural gas to fuel low-emission vehicles. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the Energy Commission and state 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. This bill would state the intent of the Legislature to enact legislation to reform the electric vehicle charging infrastructure approval process employed by the Public Utilities Commission to help ensure that by 2030, California will safely install enough electric vehicle charging ports to meet the demand for charging infrastructure through public and private investment. | | |
| AB 2148 Quirk D Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans. | 3/5/2020-A. NAT. RES. 3/9/2020-Re-referred to Com. on NAT. RES. | Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2021, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2022, to develop criteria for the development of regional climate adaptation plans. | | |

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| AB 2149 Gonzalez D Data sharing: food delivery platforms. | 2/27/2020- A. P. & C.P. 2/27/2020- Referred to Com. on P. & C.P. | Existing law, the California Consumer Privacy Act of 2018, grants a consumer various rights in connection with a business, as defined, that collects the consumer's personal information. The act defines various terms for these purposes. The act prohibits a business from discriminating against a consumer for exercising any of the consumer's rights under the act, except as specified. The act requires a business to make certain disclosures to consumers regarding a consumer's rights under the act in a specified manner. This bill would authorize a food delivery platform, as defined, to share certain consumer information with a food facility with respect to consumers who have purchased food from the food facility through the food delivery platform, except as specified. The bill would authorize the sharing of a consumer's email address, telephone number, and delivery address. The bill would limit the requesting of that information to one request per calendar year. This bill contains other existing laws. | | |
| AB 2155 Oberholte R Public officers: contracts: prohibited interests. | 2/10/2020- A. PRINT 2/11/2020- From printer. May be heard in committee March 12. | Existing law prohibits members of the Legislature, and state, county, district, judicial district, and city officers or employees from being financially interested in any contract made by them in their official capacity, or by any body or board of which they are members, subject to certain exceptions and qualifications. A contract made in violation of these provisions may be avoided at the instance of any party, except the officer who is interested in it. This bill would define "party," for these purposes, for a contract formed on and after January 1, 2021, as a California taxpayer. | | |
| AB 2156 Garcia, Eduardo D | 2/20/2020- A. HIGHER ED. 2/20/2020- | Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. Existing law establishes community college districts throughout the state, | | |

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| Community colleges: concurrent award of associate degree and high school diploma. | Referred to Coms. on HIGHER ED. and ED. | and authorizes them to provide instruction to students at the campuses they operate. Existing law authorizes community colleges to grant associate in arts and associate in science degrees. Existing law authorizes the governing boards of community college districts maintaining adult schools to prescribe requirements for the granting of adult school diplomas. Existing law also authorizes community college districts to provide adult education in conjunction with school districts as part of regional consortia. This bill would provide that, notwithstanding the provisions referenced above or any other law, a community college district may establish and offer to students a course of study leading to the concurrent award of an associate degree and a high school diploma. | | |
| AB 2176 Holden D Free student transit passes: eligibility for state funding. | 2/27/2020- A. TRANS. 2/27/2020- Referred to Coms. on TRANS. and HIGHER ED. | 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 require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs. This bill contains other related provisions and other existing laws. | Work With Author | |
| AB 2237 Berman D | 2/27/2020- A. TRANS. 2/27/2020- | The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for | | |

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| Bay area county transportation authorities: contracting. | Referred to Coms. on TRANS. and L. GOV. | the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority. This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified. | | |
| AB 2262 Berman D Regional transportation plans: sustainable communities strategies: zero-emission vehicle | 2/24/2020- A. TRANS. 2/24/2020- Referred to Coms. on TRANS. and NAT. RES. | Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy, 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 sustainable communities strategy to, among other things, identify a transportation network to service the transportation needs of the region. After adopting a sustainable communities strategy, existing law requires a metropolitan planning organization to submit the strategy to the state board for | | |

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| readiness plan. | | review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. 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 include a zero-emission vehicle readiness plan, as specified. By imposing new requirements on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| AB 2307 Bonta D Public employment: labor relations: release time. | 2/24/2020-A. P.E. & R. 3/16/2020-In committee: Hearing postponed by committee. | Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes other requirements relating to labor relations that are applicable to specified transit agencies. These acts grant specified public employees the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for | | |

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| | | <p>certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others; and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board's jurisdiction.</p> | | |

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| AB 2337 Bloom D Parking enforcement: video images: Los Angeles County. | 2/24/2020- A. TRANS. 2/24/2020- Referred to Coms. on TRANS. and P. & C.P. | Existing law authorizes the City and County of San Francisco (San Francisco) and the Alameda-Contra Costa Transit District (AC Transit) to enforce parking violations in specified transit-only traffic lanes through the use of video imaging, and authorizes San Francisco and AC Transit to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes. Existing law requires a designated employee, who is qualified by San Francisco or AC Transit, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane, and to issue a notice of parking violation to a registered owner of a vehicle within 15 calendar days of the date of the violation. Existing law makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Existing law establishes the Los Angeles County Metropolitan Transportation Authority. This bill would extend those provisions to the Los Angeles County Metropolitan Transportation Authority, thereby authorizing the authority to install automated forward facing parking control devices on authority-owned public transit vehicles, as specified. The bill would authorize the authority to issue parking citations for any parking violation collected by those devices, as specified. The bill would make conforming changes to related provisions. This bill contains other related provisions and other existing laws. | Sponsor | |
| AB 2371 Friedman D Climate change: adaptation. | 2/24/2020- A. NAT. RES. 3/17/2020-Re- referred to Com. on NAT. RES. | Existing law requires the Natural Resources Agency every 3 years to update the state's climate adaptation strategy, known as the Safeguard California Plan. As part of the update, existing law requires the agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. Existing law requires state agencies to work to maximize specified objectives. Existing law requires the update to the plan to include | | |

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| | | certain topics. This bill would require the Strategic Growth Council, by July 1, 2021, to convene a science advisory team of distinguished scientists to advise on climate planning and adaptation efforts in the state and to, among other things, review and make recommendations to improve the plan. The bill would require the council, by July 1, 2024, to submit to the relevant policy and fiscal committees of the Legislature a report summarizing the actions of the science advisory team, the team's contribution to climate resiliency and adaptation planning, and recommendations to improve the effectiveness of the team. | | |
| AB 2433 Cooper D Local public employee organizations. | 2/24/2020- A. P.E. & R. 2/24/2020- Referred to Com. on P.E. & R. | The Meyers-Miliias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws. | | |
| AB 2455 Medina D Natural gas and electric | 3/2/2020- A. TRANS. 3/2/2020- Referred to | Existing state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power to exceed these weight limits by an amount equal to the difference | Watch | |

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| battery vehicles: weight limits. | Com. on TRANS. | between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. Existing state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill would, to the extent expressly authorized by federal law, instead authorize a natural gas vehicle or electric battery vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill contains other related provisions and other existing laws. | | |
| AB 2499 Obernolte R Size, Weight, and Load: United States Army Heavy Equipment Transporter: exception. | 3/5/2020-A. TRANS. 3/9/2020-Referred to Com. on TRANS. | Existing law generally provides limits for the gross weight imposed upon the highway by the wheels on any one axle or any group of 2 or more axles, as specified. Existing law provides different limits for vehicles transporting loads consisting of logs and for buses, as specified. Existing law makes an exception to weight limits imposed on the highway for vehicles that transport cotton in certain circumstances during certain months of the year, as specified. This bill would provide an exemption from the prescribed weight limits imposed on the highway for a United States Army Heavy Equipment Transporter engaged in the transport of an M1 Abrams tank between Fort Irwin, California, Barstow-Daggett Airport, Daggett, California, and Marine Corps Logistics Base, Barstow, California along a route that includes Fort Irwin Road, Yermo Cut-Off, Ghost Town Road, Daggett-Yermo Road, and National Trails Highway. | | |
| AB 2514 Rivas, Luz D | 2/27/2020-A. L. GOV. 3/16/2020-In | Existing law creates the Los Angeles County Metropolitan Transportation Authority, with specified powers and duties. Existing law authorizes the authority to enter into contracts with private entities that combine into a single | Sponsor | |

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| Los Angeles County Metropolitan Transportation Authority: contracting. | committee: Hearing postponed by committee. | contract all or some of the planning, design, permitting, development, joint development, construction, construction management, acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Existing law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions. | | |
| AB 2542 Kalra D Local transportation funds: State Transit Assistance Program: reports. | 3/2/2020-A. TRANS. 3/17/2020-In committee: Hearing postponed by committee. | Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws. | | |
| AB 2566 Garcia, Cristina D Consumption-based | 3/2/2020-A. NAT. RES. 3/16/2020-Re-referred to Com. on NAT. RES. In committee: | 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 | | |

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| greenhouse gas inventory. | Hearing postponed by committee. | to update the scoping plan at least once every 5 years. This bill would require the state board to create and track a consumption-based greenhouse gas inventory for animal products for human consumption and to update that inventory every 5 years. The bill would require the state board to update the scoping plan once the initial consumption-based greenhouse gas inventory has been completed. | | |
| AB 2571 Gallagher R Vehicles: license plates: 8-letter license plates. | 3/2/2020- A. TRANS. 3/2/2020- Referred to Com. on TRANS. | Existing law authorizes the Department of Motor Vehicles to issue or renew environmental license plates to provide revenue for the California Environmental License Plate Fund that indicate on the plates the combination of letters or numbers, or both, requested as a registration number by the applicant, to be displayed on the applicant's vehicle in lieu of regular license plates. Existing law imposes fee for the issuance or renewal of an environmental license plate, in addition to the regular registration and renewal fees. Existing law also establishes procedures for the cancellation, transfer, or retention of the environmental license plates and requires the payment or reimbursement of additional fees in connection with those transactions, as specified. This bill would establish a similar program, to be known as the "8-letter license plate" program, for the support of the Natural and Agricultural Open Space and State Recreational Support Fund, which would be created by the bill. The bill would impose additional fees, including, but not limited to, fees for the issuance and renewal of an 8-letter license plate, as specified. The bill would require that all revenue derived from the fees be deposited in the fund for specified purposes that include, among other things, subventions for open-space land programs, assistance to California fairs, and support of programs administered by the Department of Parks and Recreation. | | |
| AB 2698 Gray D High-Speed Rail | 3/2/2020- A. TRANS. 3/12/2020-Re- referred to | 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 high-speed rail system to be designed to use electric trains. Existing law authorizes the authority, upon receiving legislative or voter approval, to enter into contracts with private or | | |

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| Authority: trains powered by fossil fuel combustion engines. | Com. on TRANS. | public entities for the design, construction, and operation of high-speed trains. This bill would prohibit the authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified. | | |
| AB 2730 Cervantes D Paratransit providers. | 2/20/2020- A. PRINT 2/21/2020- From printer. May be heard in committee March 22. | Existing law defines a paratransit vehicle as a passenger vehicle, except as provided, that is operated for hire by a business, nonprofit organization, or the state, or a political subdivision of the state utilizing drivers who receive compensation for their services and who spend a majority of their workweek operating a passenger vehicle and that is regularly used to provide transportation services to specified individuals, including, but not limited to, persons with a developmental disability. Existing law requires the Department of Transportation to provide technical assistance to paratransit providers who may wish to explore coordination strategies but lack the capability to develop and implement those strategies. Existing law required, on or before July 31, 2015, the Office of Emergency Services to update the State Emergency Plan to include proposed best practices for local governments and nongovernmental entities to use to mobilize and evacuate people with disabilities and others with access and functional needs during an emergency or natural disaster. This bill would express the intent of the Legislature to enact legislation that would establish memoranda of understanding and mutual aid agreements with paratransit providers to aid in the evacuation of the access and functional needs population in an emergency. | | |

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| AB 2737 Garcia, Cristina D Community emissions reduction programs. | 3/2/2020- A. NAT. RES. 3/2/2020- Referred to Com. on NAT. RES. | 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. That 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 requires the state board, by October 1, 2018, to prepare and update, at least once every 5 years, a statewide strategy to reduce emissions of toxic air contaminants and criteria air pollutants in communities affected by a high cumulative exposure burden. Existing law requires the state board to select locations around the state for the preparation of community emissions reduction programs, and to provide grants to community-based organizations for technical assistance and to support community participation in the programs. Existing law requires an air quality management district or air pollution control district containing a selected location, within one year of the state board's selection, to adopt a community emissions reduction program. This bill would prohibit a district that contains a selected location from authorizing a new major source, or revisions to an existing source, that increases toxic air contaminants and criteria air pollutants above the levels included in the community emissions reduction plan for that location without requiring the major source to mitigate the increased emissions directly in the affected communities. The bill would require the district to annually develop a localized land use assessment plan that considers the impacts of land use decisions on the community emissions reduction programs. | | |
| AB 2772 Reyes D | 3/12/2020- A. TRANS. 3/12/2020- | 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 | | |

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| Alternative and Renewable Fuel and Vehicle Technology Program. | Referred to Com. on TRANS. | Program, administered by the State Energy Resources Conservation and Development Commission. This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to a project that has the ability to support advanced vehicle infrastructure needed to meet specified climate goals. The bill would revise the list of projects that the commission is required to make eligible for funding to include, among others, medium- and heavy-duty vehicle research, pilot, demonstration, and deployment projects that reduce emissions from fleets in the goods movement and public transit sectors. The bill instead would create a list of projects that the commission would be authorized to make eligible for funding, as specified. The bill would require the commission to develop and award block grants or incentive programs administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within the state, and the development of alternative and renewable fuel and vehicle technology centers, as specified. This bill contains other related provisions and other existing laws. | | |
| AB 2773 Burke D Los Angeles County Metropolitan Transportation Authority. | 2/20/2020- A. PRINT 2/21/2020- From printer. May be heard in committee March 22. | Existing law creates the Los Angeles County Metropolitan Transportation Authority as the single successor agency to the Southern California Rapid Transit District, which was abolished in 1993. Existing law vests the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. Existing law provides that, on the date of the merger of the Los Angeles Metropolitan Transit Authority with the Southern California Rapid Transit District, which occurred in 1964, all employees of the transit authority became employees of the district with all of the same rights, privileges, and compensation they had as employees of the authority. This bill would make nonsubstantive changes to the latter provision. | Sponsor | |

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| AB 2829 Ting D Property taxation: welfare exemption: rental housing: moderate- income housing. | 3/12/2020- A. REV. & TAX 3/12/2020- Referred to Com. on REV. & TAX. | Existing property tax law, in accordance with the California Constitution, provides for a “welfare exemption” for property used exclusively for religious, hospital, scientific, or charitable purposes and owned or operated by certain types of nonprofit entities, if certain qualifying criteria are met. Under existing property tax law, property that meets these requirements that is used exclusively for rental housing and related facilities is entitled to a partial exemption, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving lower income households represents of the total number of residential units, in any year that any of certain criteria apply. This bill, on and after January 1, 2021, and before January 1, 2041, would provide a similar exemption for qualified property, as defined, that meets the requirements of the welfare exemption and that is used exclusively for rental housing and related facilities, equal to that percentage of the value of the property that is equal to the percentage that the number of units serving moderate-income households, as defined, represents of the total number of residential units. The bill would require the owner of the property to certify specified information under penalty of perjury. The bill would require that a qualified property that qualifies for a partial exemption under these provisions before January 1, 2041, continue to receive that exemption on and after January 1, 2041, until a change in ownership occurs or the property ceases to include any units available to and occupied by moderate-income households, as provided. This bill contains other related provisions and other existing laws. | | |
| AB 2860 O'Donnell D California | 3/5/2020- A. TRANS. 3/5/2020- Referred to | 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. The program provides that projects eligible for funding include, | | |

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| Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. | Coms. on TRANS. and NAT. RES. | among others, technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, and requires, until December 31, 2020, no less than 20% of funding made available for that purpose to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The program defines “zero- and near-zero-emission” for its purposes. This bill would extend the requirement that 20% of that funding be made available for that same purpose until December 31, 2025. The bill would create a separate definition for “near-zero emission” and revise the definition for “zero-emission,” as provided. | | |
| AB 2873 Kalra D Public transit operators: bus procurement: new technology considerations | 3/5/2020- A. TRANS. 3/5/2020- Referred to Com. on TRANS. | Existing law requires a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, preventing accidents caused by blind spots created by bus equipment or bus design. This bill would require a public transit operator, for these purposes, to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator. By creating new duties for public transit operators, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| AB 2919 Chiu D pedestrian safety. | 2/21/2020- A. PRINT 2/24/2020- Read first time. | Existing law makes various provisions relating to pedestrian safety, including requiring the driver of a vehicle to yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as specified. This bill would make technical, nonsubstantive changes to those provisions. | | |

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| AB 2932 O'Donnell D City of Long Beach: design-build process. | 3/5/2020-A. L. GOV. 3/5/2020- Referred to Com. on L. GOV. | Existing law authorizes, until January 1, 2025, local agencies, as defined, to use the design-build contracting process for specified public works. This bill would authorize the City of Long Beach, upon approval of the city council of the City of Long Beach, to use the design-build contracting process for its contracts for curb ramps that are compliant with the Americans with Disabilities Act, in accordance with specified procedural requirements and limits. This bill contains other related provisions. | | |
| AB 2987 Flora R Local agency public contracts: bidding procedures. | 3/5/2020-A. L. GOV. 3/5/2020- Referred to Com. on L. GOV. | The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids. This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency's internet website at least 14 calendar days before the date of opening the bids. This bill contains other related provisions and other existing laws. | | |
| AB 2992 Weber D Employment practices: leave time and unemployment benefits. | 2/21/2020-A. PRINT 2/24/2020- Read first time. | (1)Existing law, the Moore-Brown-Roberti Family Rights Act, or the California Family Rights Act (CFRA), makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. Existing law makes this leave available to an employee with more than 12 months of service with the employer and at least 1,250 hours of service with the employer within the last 12 months. Existing law creates an exception to this provision, by | | |

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| | | prescribing that it is not an unlawful employment practice for an employer to refuse to grant a request for family care and medical leave by an employee if the employer employs less than 50 employees within 75 miles of the worksite where that employee is employed. This bill would delete that exception. The bill would require an employer to allow family and medical leave of up to 12 workweeks in any 12-month period, if the employer employs 50 or more employees within 75 miles of the worksite where the employee is employed, 6 workweeks in any 12-month period for family care or medical leave, if the employer employs at least 20 but not more than 49 employees within 75 miles of the worksite where the employee is employed, and 2 workweeks in any 12-month period for family care or medical leave, if the employer employs at least one but not more than 19 employees within 75 miles of the worksite where the employee is employed. This bill contains other related provisions and other existing laws. | | |
| AB 3068 Gloria D | 2/21/2020- A. PRINT 2/24/2020- Read first time. | Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law requires the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment, and in certain other cases. This bill would make nonsubstantive changes to the provision relating to the routes in the state highway system. | | |
| AB 3100 Garcia, Eduardo D | 2/21/2020- A. PRINT 2/24/2020- Read first time. | Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law, until January 1, 2026, requires electrical corporations to administer, subject to commission supervision, a self-generation incentive program to increase the | | |

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| Self-generation incentive program. | | development of distributed generation resources and energy storage technologies. Existing law requires the commission to allocate at least 10% of the annual collection for the self-generation incentive program in the 2020 calendar year for the installation of energy storage and other distributed energy resources for customers that operate critical facilities or critical infrastructure serving communities in high fire threat districts to support resiliency during a deenergization event. This bill would make nonsubstantive revisions to the requirement that the commission allocate at least 10% of the annual collection for the self-generation incentive program in the 2020 calendar year for the installation of energy storage and other distributed energy resources for customers that operate critical facilities or critical infrastructure serving communities in high fire threat districts to support resiliency during a deenergization event. | | |
| AB 3111 Gipson D Carl Moyer Memorial Air Quality Standards Attainment Program. | 2/21/2020- A. PRINT 2/24/2020- Read first time. | 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 program also authorizes funding for a fueling infrastructure demonstration program and for technology development efforts that are expected to result in commercially available technologies in the near-term that would improve the ability of the program to achieve its goals. This bill would make technical, nonsubstantive changes to these provisions. | | |
| AB 3128 Burke D Electricity: | 2/21/2020- A. PRINT 2/24/2020- Read first time. | Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and | | |

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| deenergization events: fuel cells. | | deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety. This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs. | | |
| AB 3178 Kalra D Public works: labor compliance. | 2/21/2020- A. PRINT 2/24/2020- Read first time. | Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Existing law generally requires that not less than the general prevailing rate of per diem wages be paid to workers employed on public works projects, and imposes misdemeanor penalties for a willful violation of this requirement. Existing law authorizes the awarding body for a public works project to not require the payment of the general prevailing rate of per diem wages on public works projects of specified sizes and types of work, including construction projects of \$25,000 or less, if the awarding body elects to initiate and enforce a labor compliance program containing specified requirements for every public works project under its authority, as specified. This bill would make technical, nonsubstantive changes to those provisions. | | |
| AB 3209 Aguiar-Curry D Local alternative transportation improvement program: County of Napa. | 3/12/2020- A. TRANS. 3/16/2020-Re-referred to Com. on TRANS. | Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law generally requires proceeds from the sale of excess state highway property to be made available for other highway purposes. Existing law generally requires the California Transportation Commission to program available funding for transportation capital improvement projects, other than state highway rehabilitation projects, through the State Transportation Improvement Program process, with available funds subject to various fair share distribution formulas. Existing law, in certain cases, requires the commission to instead reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise apply. This bill, for state transportation facilities at the intersection of State Route 29 and State | | |

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| | | Route 221 in the County of Napa that are no longer planned to be constructed, would authorize the transportation planning agency having jurisdiction over the facilities, acting jointly with the County of Napa, to develop and file with the commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county. The bill would give the commission the final authority regarding the content and approval of the local alternative, and would prohibit the commission from approving the local alternative if it is submitted after July 1, 2022. The bill would require all proceeds from the sale of certain excess properties acquired by the department for the canceled state facilities, less any reimbursements due to the federal government and costs incurred in the sale of those excess properties, to be allocated by the commission to fund the approved local alternative and would exempt those funds from the fair share distribution formulas that would otherwise apply to state transportation funds. | | |
| AB 3213 Rivas, Luz D High-Speed Rail Authority: high-speed rail service: priorities. | 3/9/2020- A. TRANS. 3/9/2020- Referred to Com. on TRANS. | Existing law establishes the High-Speed Rail Authority within the state government with various powers and duties related to developing and implementing high-speed passenger rail service. Existing law requires the authority to direct the development and implementation of intercity high-speed rail service that is fully integrated with specified forms of transit. This bill would require the authority, in directing the development and implementation of intercity high-speed rail service, to prioritize projects based on specified criteria. | | |
| AB 3223 Gallagher R Information practices: | 2/21/2020- A. PRINT 2/24/2020- Read first time. | Existing law, the Information Practices Act of 1977, prescribes a set of requirements, prohibitions, and remedies applicable to public agencies, as defined, with regard to their collection, storage, and disclosure of personal information. Existing law prohibits a public agency from selling, renting, or distributing an individual's name and address for commercial purposes, unless that action is specifically authorized by law. Existing law prescribes civil | | |

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| public agencies. | | remedies and penalties for violations of the act. This bill would make an agency be liable for all damages proximately caused by a negligent or intentional violation of the requirements of the Information Practices Act of 1977. The bill would also prohibit an agency from in any way selling, renting, or exchanging for a commercial purpose the personal information that the agency holds, unless consented to by the person to whom that information applies. This bill contains other related provisions and other existing laws. | | |
| AB 3256 Garcia, Eduardo D | 2/21/2020- A. PRINT 2/24/2020- Read first time. | The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide direct primary election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. This bill would state the intent of the Legislature to enact a bond measure that would address climate risks to the State of California. | | |
| Climate risks: bond measure. | | | | |
| AB 3278 Patterson R | 2/21/2020- A. PRINT 2/24/2020- Read first time. | 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 defines certain terms in that regard. This bill would make nonsubstantive changes to these definitions. | | |
| High-speed rail. | | | | |
| AB 3279 Friedman D | 2/21/2020- A. PRINT 2/24/2020- Read first time. | (1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the | | |
| California Environmental Quality Act: administrative | | | | |

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| and judicial procedures. | | 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. This bill would instead require that a court, to the extent feasible, commence hearings on an appeal within 270 days of the date of the filing of the appeal. This bill contains other related provisions and other existing laws. | | |
| AB 3280 Chu D | 2/21/2020- A. PRINT 2/24/2020- Read first time. | Existing law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Existing law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision. | | |
| Trade Corridor Enhancement Account. | | | | |
| AB 3290 Garcia, Eduardo D | 2/21/2020- A. PRINT 2/24/2020- Read first time. | The Subletting and Subcontracting Fair Practices Act generally prohibits a prime contractor whose bid is accepted by an awarding authority from substituting a person as subcontractor in place of the subcontractor listed in the original bid, except that the awarding authority may consent to the substitution of another person as a subcontractor in specified situations. This bill would provide that only a prime contractor may request and initiate the substitution of a subcontractor listed in the original bid and that these provisions do not prevent an awarding authority from pursuing contractual remedies against a prime contractor. | | |
| The Subletting and Subcontracting Fair Practices Act. | | | | |
| AB 3335 Friedman D | 2/21/2020- A. PRINT | 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 | | |

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| California Environmental Quality Act: transit priority projects. | 2/24/2020- Read first time. | 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 provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%. | | |
| ACA 1 Aguiar-Curry D Local government financing: affordable housing and public infrastructure: | 5/20/2019- A. RECONSIDERATION 8/19/2019- Read third time. Refused adoption. Motion to reconsider made by Assembly | (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 | Support | Local Government (text 3/18/2019) Support American Planning Association, California Chapter Association of California HealthCare Districts California Association of Councils of Governments (CALCOG) California Association of |

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| voter approval. | Member Aguiar-Curry. | 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. | | Housing Authorities California Association of Sanitation Agencies California Coalition for Rural Housing California Contract Cities Association California Housing Consortium CA Housing Partnership CA Labor Federation CA Library Association CA Parks & Recreation Society CA Professional Firefighters Association CA Special Districts Association CA State Association of Counties CA State Association of Electrical Workers CA State Council of Laborers CA State Pipe Trades Council California Transit Association California YIMBY City of Camarillo City of Gustine City of Laguna Beach (prior |

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| | | | | version) City of Lodi City of Manteca City of Moorpark City of San Luis Obispo County of Santa Clara Davis East Bay for Everyone East Bay Municipal Utility District East Bay Regional Parks District Greater Merced Chamber of Commerce Housing California International Union Of Elevator Constructors, Local 18 International Union Of Elevator Constructors, Local 8 International Union of Operating Engineers, Cal- Nevada Conference League of California Cities Midpeninsula Regional Open Space District Non-Profit Housing Association of Northern CA |

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| | | | | Professional Engineers in CA Government San Diego Housing Federation San Mateo County-City/County Association Of Governments Santa Clara Valley Water District Silicon Valley At Home (Sv@Home) Solano Transportation Authority Southern CA Assn of Non-Profit Housing SPUR The Two Hundred Urban Counties of California Ventura Council of Governments Western States Council Sheet Metal, Air, Rail And Transportation Oppose Howard Jarvis Taxpayers Association Valley Industry and Commerce Association (VICA) |

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| ACA 19 Kiley R Right to Earn a Living Act. | 1/15/2020- A. PRINT 1/16/2020- From printer. May be heard in committee February 15. | The California Constitution grants many rights to persons, including the right to speak and write freely, as specified, and to be free from cruel and unusual punishment. Existing statutory law requires that a person providing labor or services for remuneration shall be considered an employee rather than an independent contractor, for specified purposes, unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, both under the contract for the performance of the work and in fact, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business of the same nature as that involved in the work performed. This measure, “The Right to Earn a Living Act,” would require determinations of whether a person is an employee or an independent contractor to be made using a specified multifactor test that differs from the test described above. The measure would also require that any law that limits the entry into or competition in a business or profession to be limited to those that are demonstrably necessary and narrowly tailored to fulfill legitimate public health, safety, or welfare objectives. The measure would also prohibit a law from preventing an employer from agreeing to an employee’s request for a flexible work schedule, as specified. | | |
| HR 81 Voepel R Relative to Military and Veteran Appreciation Month. | 2/14/2020- A. RLS. 2/14/2020- Referred to Com. on RLS. | This measure would resolve that the Assembly designates the month of November 2020 as Military and Veteran Appreciation Month to honor the sacrifices that have been made by honorable men and women in our nation through their service to this great nation and our great state. | | |

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| SB 739 Stern D Fire prevention: defensible space and home hardening training. | 1/27/2020-A. DESK 1/27/2020-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk. | Existing law requires the Director of Forestry and Fire Protection to identify areas in the state as very high fire hazard severity zones based on specified criteria and the severity of the fire hazard. Existing law requires a person who owns, leases, controls, operates, or maintains an occupied dwelling or structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material that is within a very high fire hazard severity zone, as designated by a local agency, or a building or structure in, upon, or adjoining those areas or lands within a state responsibility area, to maintain a defensible space of 100 feet from each side and from the front and rear of the structure, as specified. This bill would require the Department of Forestry and Fire Protection to develop and implement a training program, as provided, to train individuals to support and augment the department in its defensible space and home hardening assessment and education efforts. The bill would require the department to issue a certification of completion to individuals who have successfully completed the training program. The bill would repeal these provisions on January 1, 2025. | | Natural Resources And Water (text 1/6/2020) Support None Oppose None |
| SB 795 Beall D Affordable Housing and Community Development Investment Program. | 1/15/2020-S. GOV. & F. 4/2/2020-From committee with author's amendments. Read second time and amended. Re-referred to | Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities. This bill would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced | | |

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| | Com. on GOV. & F. | infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program. Among other things, the bill would require that an applicant certify that a skilled and trained workforce, as defined, will be used to complete the project if the plan is approved, except as specified. The bill would also require the Department of Housing and Community Development to certify to the committee whether the housing element of the applicant, if applicable, is in substantial compliance with specified law and whether any rezoning of sites required by law have been completed. By requiring the applicant and the department to make these certifications, the bill would expand the scope of the crime of perjury. This bill contains other related provisions and other existing laws. | | |
| SB 806 Grove R Worker status: employees: independent contractors. | 3/11/2020-S. L., P.E. & R. 3/11/2020-Re-referred to Com. on L., P.E. & R. | Existing law, as established in the case of Dynamex Operations W. Inc. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of specified wage orders. This bill would repeal these statutory provisions. The bill would, instead, establish a new test | | |

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| | | that, for purposes of specific provisions of the Labor Code governing the relationship of employer and employees, a person providing labor or services for remuneration is considered an employee rather than an independent contractor, unless the hiring entity demonstrates that the person is (1) free from the control and direction of the hiring entity in connection with the performance of the work, both under the contract for the performance of the work and in fact, determined by a preponderance of factors, with no single factor of control being determinative, and either that (2) the person performs work that is outside the usual course of the hiring entity’s business, or the work performed is outside the place of business of the hiring entity, or the worker is responsible for the costs of the place of the business where the work is performed, or that (3) the person is customarily engaged in an independently established trade, occupation, or business of the same nature as that involved in the work performed. The bill would apply the new test to all pending claims, whether in civil court or as an administrative action, filed on or after January 1, 2018, that relate to the classification of workers in this state. This bill contains other existing laws. | | |
| SB 850 Leyva D Work hours: scheduling. | 1/22/2020- S. L., P.E. & R. 1/22/2020- Referred to Coms. on L., P.E. & R. and JUD. | Existing law governs the relationship between an employer and an employee with regard to hiring, promotion, discipline, wages and hours, working conditions, and administrative and judicial remedies. Existing law authorizes the Labor Commissioner to investigate employee complaints and to conduct a hearing in any action to recover wages, penalties, and other demands for compensation. This bill would require an employer, which includes a grocery store establishment, restaurant, or retail store establishment, to provide its employees with a work schedule at least 7 calendar days prior to the first shift on that work schedule, except as specified. The bill would require an employer, except as specified, to pay its employees modification pay for each previously scheduled shift that the employer cancels or moves to another date or | | |

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| | | time, for any previously unscheduled shift that the employer requires an employee to work, or for each on-call shift for which an employee is required to be available but is not called in to work that shift. The bill would require an employer to post a poster containing specified information regarding an employee's right to receive modification pay and would require the Labor Commissioner to create the poster and make it available. The bill would define terms for those purposes, including, among others, a grocery store establishment, restaurant, or retail store establishment. This bill contains other related provisions. | | |
| SB 861 Nielsen R | 1/16/2020- S. RLS. 1/29/2020- Referred to Public utilities: rates. Com. on RLS. | Existing law authorizes the Public Utilities Commission to fix the rates and charges for every public utility, and requires that those rates and charges be just and reasonable. Existing law requires a public utility to furnish and maintain such adequate, efficient, just, and reasonable service, instrumentalities, equipment, and facilities as are necessary to promote the safety, health, comfort, and convenience of its patrons, employees, and the public. This bill would make nonsubstantive changes in these provisions. | | |
| SB 862 Dodd D | 1/29/2020- S. E. U., & C. 3/19/2020- March 31 Planned power outage: public safety. hearing postponed by committee. | Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency, and local officials and local governments to proclaim a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor or the appropriate local government to exercise certain powers in response to that emergency. Existing law defines the terms "state of emergency" and "local emergency" to mean a duly proclaimed existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by, among other things, fire, storm, or riot. This bill would additionally include a deenergization event, as defined, within a sudden and severe energy shortage constituting a state of emergency and a local emergency. This bill contains other related provisions and other existing laws. | | |
| SB 867 Bates R | 1/29/2020- S. L., P.E. & | Existing law, as established in the case of Dynamex Operations W. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs | | |

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| Worker status: independent contractors: newspaper distributors or newspaper carriers. | R. 1/29/2020- Referred to Com. on L., P.E. & R. | services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for those purposes. Existing law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is commonly known as the “ABC” test, as described above. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. Existing law exempts specified occupations and business relationships from the application of Dynamex and the provisions described above. These exemptions include a temporary exemption for newspaper distributors or newspaper carriers, as defined, until January 1, 2021. This bill would delete the above inoperative date of January 1, 2021, applicable to newspaper distributors or newspaper carriers, thereby making the above exemption apply indefinitely. | | |
| SB 868 Bates R Worker status: independent contractors: freelance journalists. | 1/29/2020- S. L., P.E. & R. 3/5/2020-From committee with author's amendments. Read second time and | Existing law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. This test is commonly known as the “ABC” test, as described above. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. Existing law exempts | | |

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| | amended. Re-referred to Com. on L., P.E. & R. | specified occupations and business relationships from the application of Dynamex and the provisions described above, including various professional services provided by a freelance writer, editor, photographer, photojournalist, or newspaper cartoonist who does not provide content submissions to the putative employer more than 35 times per year. This bill would revise that exemption to instead exempt all freelance journalists, including photographers, photojournalists, and videographers, without regard to the number of content submissions per year, from the application of Dynamex and the above provisions. | | |
| SB 875 Grove R Worker status: independent contractors: court interpreters. | 1/29/2020-S. L., P.E. & R. 1/29/2020-Referred to Com. on L., P.E. & R. | Existing case law, as established in the case of Dynamex Operations W. Inc. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for those purposes. Existing statutory law establishes that, for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is not an employee under the ABC test. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. Existing law exempts specified occupations and business relationships from the application of the ABC test described above. Existing law, instead, provides that these exempt relationships are governed by the multifactor test previously adopted in the case of S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341. This bill would also exempt from the ABC test specified individuals working as interpreters and translators. | | |
| SB 895 Archuleta D | 2/6/2020-S. E. U., & C. 3/16/2020- | Existing law requires the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of petroleum diesel fuels | | |

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| Energy: zero-emission fuel, infrastructure, and transportation technologies. | March 17 hearing postponed by committee. | that are as clean or cleaner than alternative clean fuels and clean diesel engines. This bill would instead require the commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission fuels, zero-emission fueling infrastructure, and zero-emission fuel transportation technologies. | | |
| SB 900 Hill D Industrial Relations: worker status: employees and independent contractors. | 2/12/2020- S. L., P.E. & R. 3/26/2020- Re-referred to Com. on L., P.E. & R. | (1) Existing law expressly authorizes the Department of Industrial Relations to assist and cooperate with the federal Wage and Hour Division and the federal Children’s Bureau in enforcing of the federal Fair Labor Standards Act of 1938 within this state. This bill would recast those provisions and would delete the express authorization for the department to assist and cooperate with the bureau. This bill contains other existing laws. | | |
| SB 905 Archuleta D Criminal history information requests. | 2/12/2020- S. PUB. S. 3/26/2020- Re-referred to Com. on PUB. S. | Existing law directs the Attorney General to furnish state summary criminal history information, as defined, to specified individuals, organizations, and agencies when necessary for the execution of official duties or to implement a statute or regulation. Existing law also directs the Attorney General to disseminate federal criminal history information when specifically authorized and upon a showing of compelling need. Existing law authorizes a human resource agency or an employer to request from the Department of Justice records of all convictions or any arrest pending adjudication involving specified offenses of a person who applies for a license, employment, or volunteer position, in which they would have supervisory or disciplinary power over a minor or any person under their care. Existing law requires a request for records to include the applicant’s fingerprints and any other data specified by the department. | | |

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| | | Existing law requires the department to furnish the information to the requesting employer and to send a copy of the information to the applicant. This bill would establish procedures for individuals, organizations, and agencies to request a fingerprint-based criminal history information check from the Department of Justice. This bill would establish a process for communication between the department and the Federal Bureau of Investigation and require a department response to the requesting individual, organization, or agency. This bill would prohibit the department from requiring the applicant's residence address for the purpose of these requests. The bill would additionally prohibit the department from providing any information related to these requests to any other entity, including other governmental entities. | | |
| SB 912 Beall D California Fostering Connections to Success Act. | 2/3/2020- S. RLS. 3/16/2020- From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS. | Existing law, the California Fostering Connections to Success Act, revises and expands the scope of various programs relating to the provision of cash assistance and other services to and for the benefit of certain foster and adopted children, and other children who have been placed in out-of-home care, including children who receive Aid to Families with Dependent Children-Foster Care (AFDC-FC), Adoption Assistance Program, California Work Opportunity and Responsibility to Kids (CalWORKs), and Kinship Guardianship Assistance Payment (Kin-GAP) benefits. Among other provisions, the act extends specified foster care benefits to nonminor dependents up to 21 years of age, if specified conditions are met. The bill would make related conforming changes. By expanding the application of the above county administered programs, this bill would impose a state-mandated local program. Existing law continuously appropriates moneys from the General Fund to defray a portion of county costs under the AFDC-FC program. This bill would provide that the continuous appropriation would not be made for purposes of implementing the bill. 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. This bill contains other existing laws. | | |

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| SB 917 Wiener D California Consumer Energy and Conservation Financing Authority: eminent domain: Northern California Energy Utility District: Northern California Energy Utility Services. | 2/12/2020- S. E. U., & C. 2/12/2020- Referred to Coms. on E., U. & C., GOV. & F., and JUD. | Existing law creates the California Consumer Power and Conservation Financing Authority, with prescribed powers and responsibilities, including the issuance of revenue bonds, for the purposes of augmenting electrical generating facilities and to ensure a sufficient and reliable supply of electricity, financing incentives for investment in cost-effective energy-efficient appliances and energy demand reduction, achieving a specified energy capacity reserve level, providing financing for the retrofit of inefficient electrical powerplants, renewable energy and conservation, and, where appropriate, developing strategies for the authority to facilitate a dependable supply of natural gas at reasonable prices to the public. Existing law prohibits the authority from approving any new program, enterprise, or project on or after January 1, 2007, unless authority to approve such an activity is granted by statute enacted on or before January 1, 2007. This bill would rename the authority the California Consumer Energy and Conservation Financing Authority and would repeal the prohibition upon the authority approving any new program, enterprise, or project, on or after January 1, 2007. The bill would authorize the authority to acquire, by eminent domain, the assets or ownership of an electrical corporation, gas corporation, or public utility that is both an electrical and gas corporation, including any franchise rights, if that corporation has been convicted of one or more felony criminal violations of laws enacted to protect the public safety within 10 years of the date the eminent domain action is commenced. The bill would authorize a local publicly owned energy utility, as defined, to elect to join in the eminent domain action brought by the authority and acquire that portion of the electrical or gas system necessary to provide service within its borders if the local publicly owned energy utility contributes its proportionate share of the compensation paid for the assets or ownership of the public utility. The bill | | |

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| | | <p>would establish the Northern California Energy Utility District, with a governing board elected by district and with powers and duties similar to a municipal utility district, to provide electrical and gas service, and authorizes the authority to transfer any public utility acquired by eminent domain to the district or to a local publicly owned energy utility that participates in the eminent domain action. By providing for misdemeanor liability for violations of the duties of the general manager or directors of the district, this bill would impose a state-mandated local program. By increasing the duties of local elections officials, this bill would impose a state-mandated local program. Until the transfer of the utility is completed, the authority would be required to perform all management duties for the utility and operate the utility in trust. The bill would state the intent of the Legislature that the acquisition by eminent domain and transfer of those assets or ownership interest acquired be completed within 5 years of initiation of the eminent domain action. The bill would repeal the existing \$5,000,000,000 upper limit upon the authority's ability to issue bonds and replace that limit with an unspecified amount. The bill would require that any bonds issued by the authority solely to acquire the assets or ownership interest of a public utility acquired by eminent domain so recite and be secured by a dedicated rate component in the rates of the public utility acquired. The bill would require that any transfer to the district include provisions preserving a dedicated rate component as security for any bonds issued by the authority to acquire the assets or ownership interest acquired. This bill contains other related provisions and other existing laws.</p> | | |
| SB 921 Dahle R | 2/12/2020- S. TRANS. 2/12/2020- | Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for the California | | |

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| State highways: Route 174: relinquishment. | Referred to Com. on TRANS. | Transportation Commission to adopt a highway on an authorized route. Existing law requires the commission to relinquish to local agencies state highway portions that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. This bill would authorize the commission to relinquish to the City of Grass Valley the portion of Route 174 within its city limits if the department and the city enter into an agreement providing for that relinquishment, as specified. | | |
| SB 924 Hertzberg D Workers' compensation: utilization review. | 2/12/2020- S. L., P.E. & R. 3/18/2020- March 25 hearing postponed by committee. | Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law requires every employer, for purposes of workers' compensation, to establish a utilization review process to prospectively, retrospectively, or concurrently review and approve, modify, or deny, based in whole or in part on medical necessity to cure and relieve, treatment recommendations by physicians prior to, retrospectively, or concurrent with the provision of medical treatment services, as provided. Existing law requires, for all dates of injury occurring on or after January 1, 2018, emergency treatment services and medical treatment rendered for a body part or condition that is accepted as compensable by the employer and is addressed by the medical treatment utilization schedule, as specified, to be authorized without prospective utilization review, except as provided, within the 30 days following the initial date of injury. Existing law requires the administrative director to contract with an outside, independent research organization on or after March 1, 2019, to evaluate the impact of the provision of medical treatment within the first 30 days after a claim is filed, for a claim filed on or after January 1, 2017, and before January 1, 2019. Existing law requires the report to be provided to the | | |

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| | | administrative director, the Senate Committee on Labor and Industrial Relations, and the Assembly Committee on Insurance before January 1, 2020. This bill, instead, would require the evaluation to cover a claim filed on or after January 1, 2017, and before January 1, 2021, and would require the report to be submitted to the administrative director and those legislative committees before January 1, 2022. | | |
| SB 925 Glazer D Mobile telephony service base transceiver station towers: performance reliability standards. | 2/12/2020- S. E. U., & C. 2/12/2020- Referred to Com. on E., U. & C. | Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Existing law requires the commission to develop and implement performance reliability standards for backup power systems installed on the property of residential and small commercial customers by a facilities-based provider of telephony services upon determining that the benefits of the standards exceed the costs. This bill would require the commission, in consultation with the Office of Emergency Services, to develop and implement performance reliability standards, as specified, for all mobile telephony service base transceiver station towers, commonly known as “cell towers.” This bill contains other related provisions and other existing laws. | | |
| SB 939 Wiener D Emergencies: COVID-19: evictions. | 2/6/2020- S. RLS. 3/25/2020- From committee with author's amendments. Read second time and | Existing law permits the Governor to proclaim a state of emergency during conditions of disaster or of extreme peril to the safety of persons and property, including epidemics. Existing law provides that the proclamation takes effect immediately, affords specified powers to the Governor, and terminates upon further proclamation by the Governor. Existing law prohibits the eviction of residential tenants during the pendency of a state of emergency, except as specified. This bill would prohibit the eviction of tenants of commercial real property, including businesses and non-profit organizations, during the pendency of the state of emergency proclaimed by the Governor on March 4, | | |

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| | amended. Re-referred to Com. on RLS. | 2020, related to COVID-19. The bill would make it a misdemeanor, an act of unfair competition, and an unfair business practice to violate the foregoing prohibition. The bill would render void and unenforceable evictions that occurred after the proclamation of the state of emergency but before the effective date of this bill. The bill would not prohibit the continuation of evictions that lawfully began prior to the proclamation of the state of emergency, and would not preempt local ordinances prohibiting or imposing more severe penalties for the same conduct. This bill contains other existing laws. | | |
| SB 940 Beall D Housing Crisis Act of 2019: City of San Jose. | 2/20/2020-S. GOV. & F. 2/20/2020-Referred to Coms. on GOV. & F. and HOUSING. | The Housing Crisis Act of 2019 prohibits an affected county or affected city, as defined, from enacting a development policy, standard, or condition that would change the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use below what was allowed under the land use designation and zoning ordinances of the affected county or affected city in effect on January 1, 2018. The act does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity. This bill would authorize the City of San Jose to proactively amend a zoning ordinance to a more intensive use and use the added capacity to subsequently change a zoning ordinance to a less intensive use as long as there is no net loss in residential capacity. The bill would require that the change to a zoning ordinance to a less intensive use pursuant to these provisions occur within one year of the change to the zoning ordinance to a more intensive use. This bill contains other related provisions. | | |

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| SB 950 Jackson D California Environmental Quality Act: housing and land use. | 2/10/2020- S. RLS. 3/19/2020- From committee with author's amendments. Read second time and amended. Re- referred to Com. on RLS. | (1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from the requirements of CEQA emergency shelters, supportive housings, and transitional housings meeting certain requirements. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, proposed guidelines for the implementation of CEQA. The bill would require the office, by an unspecified date, to prepare and develop, and the secretary to certify and adopt, revisions to the guidelines for the translation of certain notices and documents into non-English languages. By requiring public agencies to translate notices and documents into non-English languages, this bill would impose a state-mandated local program. CEQA establishes public comment periods for the lead agency to receive comments on a draft EIR for a project and requires the lead agency to respond to public comments received. This bill would authorize the lead agency to post on its internet website, at least 30 days before a public hearing at which it may approve the project, its responses to public comments received. The bill would authorize the lead agency to set a deadline of 10 days before the final public hearing at which it may approve the project for the receipt of written comments and supporting evidence if certain conditions are met. CEQA requires the courts to give an action or proceeding alleging noncompliance with CEQA preference over all other civil actions. CEQA establishes procedures applicable to an action or proceeding brought to challenge a public agency's action on the grounds of noncompliance with CEQA, including, among other procedures, the requirement that a petitioner bringing | | |

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| | | <p>the action or proceeding is to request a hearing within 90 days from the date of filing of the petition and the requirement that the respondent public agency, not later than 20 days from the date of service of the petition, is to file with the court a notice setting forth the time and place at which all parties are to meet and attempt to settle the litigation. This bill would additionally require the respondent public agency, not later than 20 days from the date of service of the petition, to file and serve a request for the court to schedule a case management conference, as provided. The bill would specify the subjects to be addressed in the case management conference, which include, among other subjects, the potential usefulness of settlement discussions, mediation, or arbitration. The bill would instead require the public agency, not later than 15 days from the date of service of the petition, to file with the court a notice setting forth the time and place at which all parties or their counsel are to meet to discuss various issues, including, among other issues, the potential usefulness of settlement discussions, mediation, or arbitration. The bill would require the public agency, not later than 20 days after the initial case management conference, to file and serve a notice of the time and place of a settlement meeting. CEQA requires a petitioner, at the time of the filing of an action or proceeding pursuant to CEQA, to file a request that the respondent public agency prepare the record of proceedings related to the subject of the action or proceeding. CEQA provides the petitioner with the authority to elect to prepare the record of proceedings, instead of preparation by the public agency. This bill would require the petitioner to file with the respondent public agency a notice either requesting the public agency to prepare the record of proceedings or notifying the public agency that it is electing to prepare the record of proceedings. The bill would authorize the public agency or real party in interest, within 5 business days of the service of the notice, to assume responsibility of preparing the record of proceedings, notwithstanding the petitioner's election. The bill would require the lead agency or real party in interest, if it makes this election, to bear the full costs in preparing and certifying the record of proceedings and to waive its rights to recover those costs from petitioner if it prevails in the action. The bill would require the</p> | | |

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| | | <p>parties to meet and confer regarding the preparation of the record of proceedings, as provided. CEQA requires a petitioner bringing an action alleging noncompliance with CEQA to furnish a copy of the pleadings to the Attorney General. This bill would require a petitioner, in the event of settlement of an action or proceeding involving the payment of money directly to a petitioner or petitioner’s counsel other than reasonable attorney’s fees and costs, to submit a report to the Attorney General describing the settlement and final disposition of the case within 7 days of the filing of a request for dismissal with the court. The bill would authorize the imposition of sanctions against a petitioner, upon motion by other parties in the action or by the Attorney General, if the petitioner refuses to file the report after being notified of its failure to comply with this requirement or if the petitioner repeatedly fails to comply with this requirement in connection with litigation brought by the petitioner. The bill would authorize the Attorney General to bring an action against the petitioner if the Attorney General determines that the petitioner has filed multiple actions under CEQA resulting in primarily monetary settlements that do not further the purposes of CEQA. CEQA requires superior courts in counties with a population of more than 200,000 to designate one or more judges to develop expertise in CEQA and certain related laws so that those judges will be available to hear and quickly resolve actions or proceedings alleging noncompliance with CEQA. This bill would require the Judicial Council, on or before July 1, 2021, to take certain actions related to the administration of justice under CEQA and to submit a report to the Legislature on its view regarding the administration of justice under CEQA, as provided. The bill would authorize a superior court in a county with a population of 200,000 or less, upon its own motion or upon motion by a party, to either order the transfer of the action or proceeding alleging noncompliance with CEQA to the superior court in a county with a population of more than 200,000 or to order the case be heard by a judge with expertise in CEQA assigned by the Judicial Council. This bill would repeal various obsolete provisions from CEQA, make conforming changes, and make various clarifying and nonsubstantive changes. (2) Existing law requires a court, upon motion</p> | | |

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| | | <p>by a party and a determination of certain facts, to order a plaintiff in a civil action, including an action challenging a project on the grounds of noncompliance with CEQA, challenging a housing development project that meets or exceeds requirements of low- or moderate-income housing to file an undertaking in an amount determined by the court. This bill would instead require a court to require the filing of an undertaking in civil actions that challenge an affordable housing development project, as defined, which includes an emergency shelter. (3) Existing law requires a legislative body of a city or county or a district board, if an initiative petition is signed by a specified number of voters, to either adopt the ordinance set forth in the initiative petition, without alteration, at a regular meeting at which the certification of the petition is presented, or within 10 days after it is presented, or submit the ordinance proposed in the petition, without alteration, to the voters for approval. This bill would require the legislative body of a city or county or district board to submit the ordinance proposed in an initiative petition to the voters for approval if the legislative body or district board determines that the approval of the proposed ordinance constitutes an approval of a project within the meaning of CEQA, had the proposed ordinance been proposed by the legislative body or district board rather than by initiative petition. By requiring the legislative body of a city or county or district board to submit those ordinances to the voters for approval, this bill would impose a state-mandated local program. (4) The Planning and Zoning Law requires an action or proceeding against local zoning and planning decisions of a legislative body to be commenced within certain time periods, as specified. The Subdivision Map Act requires an action or proceeding against a decision of a local agency taken pursuant to that act to be commenced within a certain time period, as specified. CEQA requires an action or proceeding challenging a decision of the lead agency on the grounds of noncompliance with CEQA to be commenced within certain time periods, as specified. This bill would specify that tolling agreements entered into, as provided, are effective to toll the time periods in which an action or proceeding is to be commenced, as required by those 3 acts. (5) Existing constitutional provisions require</p> | | |

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| | | 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. (6) 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. With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above. | | |
| SB 952 Nielsen R | 2/20/2020- S. GOV. & F. 2/20/2020- Referred to Com. on GOV. & F. | Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on and after January 1, 2021, would provide an exemption from those taxes with respect to the sale of, or the storage, use, or consumption of, a backup electrical resource, as defined, that is purchased for exclusive use by a city, county, special district, or other entity of local government during deenergization events, as defined. This bill contains other related provisions and other existing laws. | | |
| Sales and use taxes: exemption: backup electrical resources: deenergization events. | | | | |
| SB 953 Wiener D | 2/20/2020- S. E. U., & C. 3/16/2020- March 17 hearing | Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and | | |
| Customer-sited | | | | |

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| renewable energy or energy storage systems: discriminatory fees or charges. | postponed by committee. | reasonable. Existing law authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. This bill would require the commission, or the governing board of a local publicly owned electric utility, as applicable, to ensure that customers within its jurisdiction who have customer-sited renewable energy or energy storage systems are not subject to discriminatory fees or charges levied as a result of installing or using those customer-sited renewable energy or energy storage systems, as specified. This bill contains other related provisions and other existing laws. | | |
| SB 954 Hertzberg D Access to financial services. | 2/10/2020- S. RLS. 2/20/2020- Referred to Com. on RLS. | Existing law, the Financial Institutions Law, regulates the activities of various financial entities, including commercial banks, industrial banks, trust companies, credit unions, and savings and loan associations. This bill would state the intent of the Legislature to enact legislation that would enable individuals who are unbanked or underbanked to gain better access to banking and related financial services. | | |
| SB 964 Skinner D Chemicals: outdoor application: residential areas. | 2/11/2020- S. RLS. 3/26/2020- From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS. | The hazardous waste control laws require the Department of Toxic Substances Control to regulate the handling and management of hazardous materials and hazardous waste. Existing law, known as the Green Chemistry program, requires the department to adopt regulations to establish a process to identify and prioritize chemicals or chemical ingredients in consumer products that may be considered as being chemicals of concern. This bill would require a government agency or an entity with which a government agency contracts to submit a plan for the application of a chemical to the Office of Environmental Health Hazard Assessment before applying the chemical outdoors in a residential area, defined as a residential neighborhood, school, daycare center, park and recreational facility, or other location where infants and children generally spend time. The bill would require the office to conduct an | | |

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| | | independent review of any health impacts of the chemical, including reviewing any relevant scientific literature, studies, or other independently peer-reviewed information relating to the chemical’s adverse health effects on infants and children. If there is any evidence in the peer-reviewed scientific literature or studies that the chemical may cause genetic damage, birth defects, cancer, or nervous or reproductive system harm, the bill would prohibit a government agency or an entity with which a government agency contracts from applying the chemical outdoors in a residential area. The bill would also prohibit a government agency or an entity with which a government agency contracts from applying a chemical outdoors in a residential area if literature or studies relating to whether there are adverse health effects of the chemical have not been completed until the literature or studies have been completed and subjected to independent scientific peer review and the office completes a review pursuant to the bill’s provisions. The bill would require the office to hold at least one public meeting annually for purposes of presenting its proposed findings and accepting public testimony on chemicals for which plans have been submitted pursuant to the bill’s provisions. | | |
| SB 988 McGuire D Aviation fuel. | 2/20/2020- S. GOV. & F. 3/4/2020-Set for hearing March 18. | Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Existing law requires a seller or person subject to sales and use tax to file, on or before the last day of the month following each quarterly period, a return for the preceding quarterly period. Existing law provides that if the California Department of Tax and Fee Administration (the department) finds that a person’s failure to make a timely return or payment is due to reasonable | | |

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| | | cause and circumstances beyond the person’s control, and occurred notwithstanding the exercise of ordinary care and the absence of willful neglect, the person shall be relieved of the penalties for failing to file a return. This bill would require an aviation fuel retailer to provide a quarterly information return, as specified, and would subject a retailer who fails to file that information return or who files an inaccurate information return to a penalty of \$5,000. The bill would exempt from those penalties a person who fails to file a return or provides information or files an inaccurate return, if that person’s failure is due to reasonable cause and circumstances beyond the person’s control, notwithstanding the exercise of ordinary care and the absence of willful neglect. The bill would require the department to collect and disseminate, as specified, information from those information returns and calculate the amount of revenue collected from the sale, storage, use, or consumption of aviation fuel in the state. This bill would also require the department to report corresponding tax revenue information to local tax entities. | | |
| SB 995 Atkins D | 2/20/2020- S. E.Q. 3/18/2020- April 1 hearing postponed by committee. | 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. The Jobs and Economic Improvement Through Environmental Leadership Act | | |

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| l Leadership Act of 2011. | | of 2011 authorizes the Governor, until January 1, 2020, to certify projects that meet certain requirements for streamlining benefits provided by that act related to compliance with CEQA and streamlining of judicial review of action taken by a public agency. The act provides that if a lead agency fails to approve a project certified by the Governor before January 1, 2021, the certification expires and is no longer valid. The act requires a lead agency to prepare the record of proceedings for the certified project concurrent with the preparation of the environmental documents. The act is repealed by its own terms on January 1, 2021. This bill would extend the authority of the Governor to certify a project to January 1, 2024. The bill would provide that the certification expires and is no longer valid if the lead agency fails to approve a certified project before January 1, 2025. The bill would instead repeal the act on January 1, 2025. Because the bill would extend the obligation of the lead agency to prepare concurrently the record of proceedings, this bill would impose a state-mandated local program. | | |
| SB 997 Borgeas R Worker status: independent contractors. | 2/13/2020-S. RLS. 3/26/2020-From committee with author's amendments. Read second time and amended. Re- | Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission. Under the ABC test, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. Existing law charges the Labor Commissioner with the enforcement of labor laws, including | | |

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| | referred to Com. on RLS. | worker classification. Existing law exempts specified occupations and business relationships from the application of the ABC test described above. Existing law, instead, provides that these exempt relationships are governed by the multifactor test previously established in the case of S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341. Existing law provides that the addition of the ABC test to the Labor Code does not constitute a change in, but is declaratory of, existing law with regard to wage orders of the Industrial Welfare Commission and violations of the Labor Code relating to wage orders. Existing law also provides that insofar as the application of the above exemptions would relieve an employer from liability, those provisions apply retroactively to existing claims and actions to the maximum extent permitted by law. Existing law provides that, notwithstanding the above retroactivity language, other provisions of this law apply to work performed on or after January 1, 2020. This bill would delete the above language providing that the addition of the ABC test to the Labor Code does not constitute a change in, but is declaratory of, existing law. The bill would also revise the above operative language to provide that the bill's provisions apply only to work that was performed on or after the date the Dynamex decision was adopted, May 1, 2018. | | |
| SB 1066 Galgiani D Crimes: obstruction of justice. | 3/12/2020- S. PUB. S. 3/12/2020- Referred to Com. on PUB. S. | Existing law makes it a crime to maliciously, and with the intent to obstruct justice or the due administration of laws, or with the intent or threat to inflict imminent bodily harm in retaliation for the due administration of the laws, to publish, disseminate, or otherwise disclose the residence address or telephone number of any peace officer, nonsworn police dispatcher, employee of a city police department or county sheriff's office, or public safety official, or that of the spouse or children of those persons, as specified. This bill would broaden | | |

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| | | this crime to include taking those actions with the intent to cause intimidation, harassment, as defined, or a threat to inflict bodily harm in retaliation for the due administration of laws. The bill would also make this crime apply to those actions taken against an elected or appointed official, or the immediate family, as defined, of any of the officials listed above, and would make the crime apply to the release of a license plate or description of the vehicle of any of those individuals. By expanding the scope of a crime, this bill would create a state-mandated local program. This bill contains other related provisions and other existing laws. | | |
| SB 1070 Leyva D Land use: general plans. | 2/18/2020- S. RLS. 3/25/2020- From committee with author's amendments. Read second time and amended. Re- referred to Com. on RLS. | (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 and of any land outside its boundaries that bears relation to its planning. That law requires the general plan to include several elements, including, among others, an environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities, as defined, if the city, county, or city and county has a disadvantaged community. This bill would revise and recast the provisions regarding an environmental justice element by requiring the environmental justice element to include certain provisions, including identification of disadvantaged communities; an assessment of the unique and compounded health risks and investment needs in disadvantaged communities; a statement of goals, quantified objectives, and policies designed to address the unique and compounded health risks and investment needs identified; and a program that sets forth a schedule of required meaningful actions with an implementation deadline and performance metrics with regard to the goals, quantified objectives, and policies identified. The bill would require local governments to ensure meaningful involvement of residents of disadvantaged communities in the preparation, adoption, and implementation of the environmental justice element, and to facilitate accomplishing this requirement by preparing and adopting a public engagement plan | | |

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| | | prior to the development of the environmental justice element, and release of any draft or a portion thereof, as provided. This bill would also require a city, county, or city and county, subject to these requirements, that does not have an adopted environmental justice element as of September 30, 2020, to adopt the environmental justice element, pursuant to these provisions, on or before the due date for the next revision of its housing element or by January 1, 2023, whichever is sooner, and if the local government has adopted an environmental justice element pursuant to these provisions by September 30, 2020, it would be required to review and amend the element on or before the deadline for adoption of the next revision of its housing element and periodically thereafter, as provided. Because the bill would impose new duties on local governments with respect to the environmental justice element, the bill would create a state-mandated local program.(2)Existing law requires cities and counties to prepare, adopt, and amend general plans and elements of those general plans in the manner provided. Upon an application by a city or county, the Director of State Planning and Research is required to grant a reasonable extension of time, not to exceed 2 years, for the preparation and adoption of all or part of the general plan, as specified. With exceptions, the director is prohibited from granting an extension of time for the preparation and adoption of a housing element. This bill would add the preparation of an environmental justice element to the prohibition.(3)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. | | |
| SB 1143 Wiener D Automated license plate | 2/27/2020- S. TRANS. 3/25/2020- From committee with | Existing law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Existing law authorizes the department to share that | Watch | |

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| recognition systems: use of data. | author's amendments. Read second time and amended. Re-referred to Com. on TRANS. | data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Existing law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would prohibit those usage and privacy policies from including a length of time longer than 2 weeks that ALPR information will be retained and would require those usage and privacy policies to include the process utilized to determine if and when to destroy ALPR information retained for 2 weeks or less. This bill contains other related provisions and other existing laws. | | |
| SB 1173 Durazo D Public employment: labor relations: employee information. | 3/5/2020-S. L., P.E. & R. 3/26/2020-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L., P.E. & R. | Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, provisions commonly referred to as the Educational Employment Relations Act, and the Higher Education Employer-Employee Relations Act, among others, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law requires these public employers to provide certain labor representatives with the names and home addresses of newly hired employees, as well as their job titles, departments, work locations, telephone numbers, and personal email addresses, within 30 days of hire or by the first pay period of the month following hire. Existing law also requires the public employers to provide this | | |

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| | | information for all employees in a bargaining unit at least every 120 days, except as specified. This bill would generally authorize an exclusive representative to file a charge of an unfair labor practice with the Public Employment Relations Board, as specified, alleging a violation of the above-described requirements. The bill would condition this authorization on the exclusive representative giving written notice, as specified, to the public employer of the alleged violation and would provide a public employer a limited opportunity to cure certain violations. The bill would require the Public Employment Relations Board to impose a penalty, not to exceed an unspecified amount, to be determined by the board with reference to specified criteria. The bill would require that an exclusive representative who prevails in these circumstances be awarded of reasonable attorney's fees and costs. | | |
| SB 1195 Gonzalez Lena D Vehicular air pollution: State Air Resources Board: regulations. | 2/20/2020- S. RLS. 3/5/2020- Referred to Com. on RLS. | Existing law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Existing law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would make a nonsubstantive change to this provision. | | |
| SB 1196 Umberg D Highway Users Tax | 2/20/2020- S. RLS. 3/26/2020- From committee with | Existing law creates the Highway Users Tax Account, in which motor vehicle fuel tax and diesel fuel tax revenues are deposited and available for allocation to transportation purposes. Existing law requires the Controller, after certain transfers are made or actions are taken, to apportion or transfer, as applicable, at least 90% of the balance deposited to the credit of the Highway Users Tax | | |

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| Account: payments. | author's amendments. Read second time and amended. Re- referred to Com. on RLS. | Account by the 28th day of each month by the 2nd working day thereafter, except for June, in which case the apportionment or transfer is required to be made the same day, to, among others, cities and counties and the State Highway Account. This bill instead would require the Controller, after certain transfers are made or actions are taken, to apportion or transfer, as applicable, at least 90% of the balance deposited in that account by the 28th day of each month by the 7th working day thereafter. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by December 1 of each year relative to the preceding fiscal year ending on June 30. Existing law prohibits any state money from being allocated to, or made available for, expenditure for any county or city at any time when the county or city is delinquent in filing this report. This bill would require the Controller to appoint a qualified accountant to complete the report if the county or city is delinquent in filing the report by more than 30 days. The bill would require the county or city to provide the appointed accountant any information necessary to complete the report. The bill would require the Controller to deduct any costs incurred pursuant to these provisions from amounts paid to the county or city from the Highway Users Tax Account. | | |
| SB 1205 Hertzberg D Local agency design-build projects. | 2/20/2020- S. RLS. 3/25/2020- From committee with author's amendments. | Existing law, until January 1, 2025, authorizes local agencies, as defined, to use the design-build procurement process for specified public works projects with prescribed cost thresholds. Existing law states that it is the intent of the Legislature that existing law provides general authorization for local agencies to use design-build for certain projects. Existing law establishes procedures for a contract awarded under these provisions on the basis of best value, including a requirement that competitive proposals be evaluated by using only the | Watch | |

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| | Read second time and amended. Re-referred to Com. on RLS. | criteria and selection procedures specifically identified in the request for proposals. Existing law further requires that prescribed minimum factors be weighted as the local agency deems appropriate. This bill would modify the intent of the Legislature to specify that design-build for these purposes includes conventional, progressive, and target price. The bill, with regard to best value evaluation, would require the prescribed minimum factors be included only if applicable to the delivery method. | | |
| SB 1215 Stern D Electricity: microgrids: grant program. | 3/5/2020-S. G.O. 3/5/2020-Referred to Coms. on G.O. and E., U. & C. | (1)The California Emergency Services Act establishes the Office of Emergency Services in the office of the Governor and provides that the office is responsible for the state’s emergency and disaster response services for natural, technological, or manmade disasters and emergencies. This bill would establish the Local Government Deenergization Event Resiliency Program, to be administered by the Office of Emergency Services, to support state and local government efforts to enhance public safety, protect vulnerable populations and individuals, and improve resiliency in response to deenergization events. The bill would establish the Local Government Deenergization Event Resiliency Fund and would continuously appropriate the moneys in the fund for expenditure for purposes of the bill. The bill would transfer an unspecified sum from the General Fund to the fund, thereby making an appropriation. The bill would allocate unspecified sums from the fund to local governments, joint powers authorities, and special districts for various purposes relating to microgrid projects. The bill would also require the office to offer planning grants and technical assistance to local governments to assist in identifying microgrid projects within their jurisdictions, as provided, and would require an identified microgrid project to satisfy specified requirements. This bill contains other related provisions and other existing laws. | Watch | |

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| SB 1258 Stern D California Climate Technology and Infrastructure Financing Act. | 3/5/2020-S. B., P. & E.D. 3/18/2020- March 30 hearing postponed by committee. | Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other assistance for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes. This bill would enact the California Climate Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund, which the bill would establish to provide financial assistance to eligible climate catalyst projects, as defined. This bill contains other related provisions. | | |
| SB 1283 Beall D Department of Transportation: state highways: transit bus pilot program. | 2/21/2020- S. RLS. 3/26/2020- From committee with author's amendments. Read second time and amended. Re- referred to Com. on RLS. | Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the | Watch | Sponsored by California Transit Association |

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| | | California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws. | | |
| SB 1291 Beall D Federal Statewide Transportation Improvement Program: submissions. | 2/21/2020- S. RLS. 3/26/2020- From committee with author's amendments. Read second time and amended. Re- referred to Com. on RLS. | Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies. Existing law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the department for incorporation into the Federal Statewide Transportation Improvement Program, which existing law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020. This bill would declare that it is to take effect immediately as an urgency statute. | | |
| SB 1303 Hill D Dangerous | 2/21/2020- S. RLS. 4/1/2020-From committee with | Existing law provides that any corporation, limited liability company, or person who is aware that a product, facility, equipment, process, place of employment, or practice is a serious concealed danger and knowingly fails to take appropriate action, as specified, is guilty of a misdemeanor, or a felony, as provided, and is subject to a fine. | | |

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| business practices: concealed dangers. | author's amendments. Read second time and amended. Re-referred to Com. on RLS. | Under existing law, if the defendant is a corporation or a limited liability company the maximum fine is \$1,000,000. Existing law requires the corporation, limited liability company, or person to notify the Division of Occupational Safety and Health in the Department of Industrial Relations of the hazard, as specified. This bill would require a person or entity described above to additionally make that notification in writing to an appropriate government agency unless the agency has actual knowledge of the danger. The bill would require the person or entity to warn other potential victims about the danger, as specified. The bill would provide that the person or entity is guilty of the offense if they fail, instead of knowingly fail, to take appropriate action. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. The bill would increase the maximum fine for a corporation or limited liability company to \$2,500,000. This bill contains other existing laws. | | |
| SB 1314 Dodd D Community Energy Resilience Act of 2020. | 3/5/2020-S. N.R. & W. 3/12/2020-Set for hearing April 14. | Existing law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Existing law assigns to the council various duties, including managing and awarding grants and loans to support the planning and development of sustainable communities, as provided. This bill, the Community Energy Resilience Act of 2020, would require the council to develop and implement a grant program for local governments to develop community energy resilience plans. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided, and integration with other existing local planning documents. The bill would require a plan to, among other things, ensure a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service. This bill contains other related provisions. | | |
| SB 1330 Umberg D | 2/21/2020-S. RLS. | Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this | | |

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| Sales and Use Tax Law: zero emissions vehicle exemption. | 3/26/2020- From committee with author's amendments. Read second time and amended. Re- referred to Com. on RLS. | state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2021, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws. Existing law requires the state to reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions. This bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse any local agencies for sales and use tax revenues lost by them pursuant to this bill. This bill would take effect immediately as a tax levy. | | |
| SB 1351 Beall D Transportation planning. | 2/21/2020- S. RLS. 3/25/2020- From committee with author's amendments. | Existing law requires transportation planning agencies to conduct certain transportation planning and programming activities, including to prepare and adopt regional transportation plans. Existing law authorizes certain statutorily created transportation planning agencies to allocate up to 3% of their annual revenues for transportation planning and programming processes, and alternatively authorizes the allocation of a greater amount upon approval by the Director of Transportation. This bill would prohibit the director from | | |

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| | Read second time and amended. Re-referred to Com. on RLS. | approving an allocation of an amount greater than 5% of a transportation planning agency’s annual revenues.Existing law requires each transportation planning agency and county transportation commission that has 2 or more transit operators within its jurisdiction, and the San Diego Metropolitan Transit Development Board, to adopt rules and regulations to provide for transfers between the operators’ public transportation services so that the services will be coordinated.This bill would require those rules and regulations to be updated at least every 4 calendar years to reflect changes to the operators’ transfer policies, payment methods, and any other relevant policy changes.By expanding the duties of certain local agencies, the bill would impose a state-mandated local program.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, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above. | | |
| SB 1363 Allen D | 3/12/2020-S. E.Q. 3/18/2020-April 1 hearing postponed by committee. | 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 State Air Resources Board, no later than September 30, 2010, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively. Existing law requires each regional transportation plan to include, among other things, a sustainable communities strategy that, among other things, sets forth a forecasted development pattern for the region, which, when integrated with the | | |
| Regional transportation plans: sustainable communities strategies: | | | | |

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| greenhouse gas emissions and vehicle miles traveled reduction targets. | | transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, those greenhouse gas emission reduction targets approved by the state board. This bill would also require the state board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified. This bill contains other related provisions and other existing laws. | | |
| SB 1366 Archuleta D Los Angeles County Metropolitan Transportation Authority: light rail: West Santa Ana Branch Transit Corridor. | 3/12/2020- S. TRANS. 3/12/2020- Referred to Com. on TRANS. | Existing law creates the Los Angeles County Metropolitan Transportation Authority as the single successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. Existing law vests the authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. Existing law authorizes the authority to acquire rights-of-way and to construct rail lines, stations, and other facilities for rapid transit service. This bill would require the authority, or another public agency, if it constructs a light rail project within the right-of-way for the West Santa Ana Branch Transit Corridor, to include or construct, as applicable, 11 specified stations as part of an initial operating segment. | Work with Author April 2020 – Staff Recommendation | |
| SB 1390 Portantino D Montclair to | 3/12/2020- S. TRANS. 3/12/2020- Referred to | Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned | Watch | |

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| Ontario Airport Construction Authority. | Com. on TRANS. | east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair. This bill would create the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority. This bill contains other related provisions and other existing laws. | | |
| SB 1400 Umberg D Accessory Dwelling Unit Construction Bond Act of 2020. | 2/21/2020-S. RLS. 3/26/2020-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS. | (1)Existing law, the Veterans and Affordable Housing Bond Act of 2018, which was approved by the voters as Proposition 1 at the November 6, 2018, statewide general election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law and requires the proceeds from the sale of these bonds to be used to finance various housing programs and a specified program for farm, home, and mobilehome purchase assistance for veterans, as provided. Existing law authorizes a city, county, or city and county to provide for the creation of accessory dwelling units in areas zoned to allow single-family or multifamily use by an ordinance that complies with specified requirements. Existing law requires the city, county, or city and county to ministerially approve or disapprove an application for a permit to create an accessory dwelling unit received pursuant to such an ordinance within 120 days. This bill would enact the Accessory Dwelling Unit Construction Bond Act of 2020 (bond act), which, if adopted, would authorize the issuance of bonds in the amount of \$500,000,000 pursuant to the State General Obligation Bond Law to finance the Accessory Dwelling Unit Construction Program, established as part of the bond act. The bill would authorize the Department of Housing and Community Development to enter into a contract under that program with a homeowner to provide financing to pay for the eligible costs incurred by the homeowner in constructing an accessory dwelling unit on the homeowner's property, subject to specified terms and conditions. The bill would require that moneys received from a homeowner for the repayment of financing provided under the program to be used to pay debt service when due on bonds issued pursuant to the bond | | |

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| | | act.(2)Existing law contains provisions related to elections and voting, including a requirement that a measure submitted to the people by the Legislature appear on the ballot of the first statewide election occurring at least 131 days after the adoption of the proposal by the Legislature and that the Secretary of State mail state voter information guides to voters. This bill would require the Secretary of State, notwithstanding specified provisions of existing law relating to elections and voting, to submit the Accessory Dwelling Unit Construction Bond Act of 2020 at the next statewide general election following the effective date of the bill.(3)This bill would declare that it is to take effect immediately as an urgency statute. | | |
| SB 1408 Dodd D State Route 37 Toll Bridge Act. | 3/12/2020- S. TRANS. 3/12/2020- Referred to Coms. on TRANS. and GOV. & F. | The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities. This bill would require an unspecified authority, on behalf of the state, to operate and maintain tolling infrastructure, including by installing toll facilities, and charge and collect tolls for the use of the Sonoma Creek Bridge, and to be responsible for the design and construction of improvements on the bridge and a segment of State Route 37 between its intersections with Route 121 in the County of Sonoma and Walnut Avenue in the County of Solano in accordance with programming and scheduling requirements adopted by the authority. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize those toll and bond revenues to be used for specified purposes, including near-term and long-term improvements to the segment of State Route 37 and the bridge to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. The bill would require the authority to update and approve an expenditure plan for those toll and bond revenues on an annual basis beginning on July 1 following implementation of a toll. The bill would require the authority to develop and implement an equity program for the toll bridge to reduce the impact of the toll on low-income drivers. This bill contains other related provisions and other existing laws. | | |

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| SB 1456 Archuleta D Department of Transportation: federal environmental review process: Los Angeles County Metropolitan Transportation Authority. | 3/12/2020- S. TRANS. 3/12/2020- Referred to Com. on TRANS. | Existing law vests the Department of Transportation with 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 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 the Department of Transportation assumed as a participant in the program. Existing law prohibits the department from delegating any of its responsibilities assumed under these federal laws to any political subdivision of the state or its instrumentalities. This bill would authorize the department, upon the request of the Los Angeles County Metropolitan Transportation Authority, to delegate any of its responsibilities assumed under these federal laws to the authority for the purpose of accelerating the project delivery timeline for specified transit projects. This bill contains other related provisions. | Sponsor | |
| 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. | | Elections And Constitutional Amendments (text 12/3/2018) Support AIDS Healthcare Foundation CA Apartment Association CA Association of Housing Authorities CA Association of Local |

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| | | | | Housing Finance Agencies CA Coalition for Rural Housing CA Partnership CA State Association of Counties City of Berkeley City of Santa Monica City of West Hollywood East Bay for Everyone Eden Housing League of Women Voters of California Rural County Representatives of California (RCRC) San Francisco Housing Action Coalition Silicon Valley at Home Southern California Association of Non-Profit Housing Oppose None |
| SCA 3 Hill D Property taxation: | 5/21/2019-S. INACTIVE FILE 5/21/2019-Ordered to | 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 | | Elections And Constitutional Amendments (text 12/4/2018) Support |

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| change in ownership: inheritance exclusion. | inactive file on request of Senator Hill. | 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 principal residence 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. | | California Professional Firefighters California Teachers Association San Francisco Unified School District Schools for Sound Finance Oppose Howard Jarvis Taxpayers Association |

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California COVID-19 Executive Orders

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|---------|------------------------|---|-----------------------------|
| 3/12/20 | N-25-20 | <p>Unemployment, tax filing extensions, large gatherings, teleconference meetings.</p> <ul style="list-style-type: none"> • Waives the one-week waiting period for people who are unemployed and/or disabled as a result of COVID-19; • Delays the deadline for state tax filing by 60 days for individuals and businesses unable to file on time based on compliance with public health requirements related to COVID-19 filings; • Directs residents to follow public health directives and guidance, including to cancel large non-essential gatherings that do not meet state criteria; • Readies the state to commandeer property for temporary residences and medical facilities for quarantining, isolating or treating individuals; • Allows local or state legislative bodies to hold meetings via teleconference and to make meetings accessible electronically; and • Allows local and state emergency administrators to act quickly to protect public health | EO N-25-20 |
| 3/13/20 | N-26-20 | <p>Schools.</p> <p>The order provides that even if schools close temporarily because of COVID-19, school districts must:</p> <ul style="list-style-type: none"> • Continue delivering high-quality educational opportunities to students through other options, distance learning and independent study; • Safely provide school meals through the Summer Food Service Program and Seamless Summer Option, consistent with the requirements of the California Department of Education and U.S. Department of Agriculture; • To the extent practicable, arrange for supervision for students during ordinary school hours | EO N-26-20 |

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| | | <ul style="list-style-type: none"> Continue to pay employees. | |
| 3/16/20 | N-27-20 | <p>Health facilities and care.</p> <ul style="list-style-type: none"> The state shall immediately identify health, community care facilities, and other sites that house populations that are most vulnerable to COVID-19. This includes, but is not limited to seniors and individual who require assisted-living services due to chronic health conditions. The state shall redirect resources and provide technical and compliance support to protect caregivers and those they care for. Enforcement activities shall focus where there are allegations of the most serious violations impacting health and safety. The Health and Human Services Agency, in consultation with counties and labor organization and consumers, shall leverage existing services and programs to support home isolation of vulnerable Californians, including seniors and those with serious chronic underlying health conditions. State Departments shall authorize first responders, care providers, and workers who are asymptomatic and taking precautions to prevent the transmission of COVID-19, to continue working during the period of this emergency | EO N-27-20 |
| 3/16/20 | N-28-20 | <p>Economic Support.</p> <ul style="list-style-type: none"> Authorizes local governments to halt evictions, slows foreclosures, and protects against utility shut offs | EO N-28-20 |
| 3/17/20 | N-29-20 | <p>Safety Net Services, Public meetings</p> <p>The order waives eligibility re-determinations for 90 days for Californians who participate in:</p> <ul style="list-style-type: none"> Medi-Cal health coverage CalFresh food assistance | EO N-29-20 |

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| | | <ul style="list-style-type: none"> • CalWORKS • Cash Assistance for Immigrants; and • In-Home Supportive Services • Amends Executive Order N-25-20 to eliminate the requirement that public meetings must have a physical location for the public to comment, as long as they have a procedure provide reasonable ADA accommodations and advise the public of meetings using "the most rapid means of communication available at the time" | |
| 3/17/20 | N-31-20 | <p>Regulations related to commercial trucking and mass layoffs/termination</p> <ul style="list-style-type: none"> • Eases restrictions on trucking related to permitting and hours of service limits while engaged in transportation in support of emergency relief efforts • Suspends labor code sections related to mass layoffs, on the condition that the employer gives written notice of mass layoffs, directs the employees to apply for unemployment insurance. Directs the Labor and Workforce Dept to provide guidance to the public on how this order will be implemented | EO N-31-20 |
| 3/18/20 | N-32-20 | <p>Emergency Funding for local actions to aid homelessness Governor Newsom directed the first allocation of the \$500 million in emergency funding recently authorized by the Legislature for COVID-19 related activities –</p> <ul style="list-style-type: none"> • \$150 million for local emergency homelessness actions. To deploy this first funding allocation, the state will provide: | EO N-32-20 |

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| | | <ul style="list-style-type: none"> • \$100 million directly to local governments, for shelter support and emergency housing to address COVID-19 among the homeless population, and • - \$50 million to purchase travel trailers and lease rooms in hotels, motels, and other facilities in partnership with counties and cities to provide immediate isolation placements throughout the state for homeless individuals. | |
| 3/19/20 | N-33-20 | Stay at Home Order | EO N-33-20 |
| 3/20/20 | N-34-20 | <p>Election safety and security</p> <ul style="list-style-type: none"> • Permits vote-by-mail procedures to be used in three upcoming special elections, protecting public health and safety during the COVID-19 outbreak. • The order also extends the deadlines for ballot counting, tabulation, and other responsibilities related to the official canvass of California’s Presidential Primary Election that could risk undermining social distancing measures, and suspends the timeframes for public hearings required by political subdivisions that are in the process of changing from an at-large method of election to district elections. | EO N-34-20 |
| 3/21/20 | N-35-20 | <p>Expanding health care capacity; reducing regulations; local governments</p> <ul style="list-style-type: none"> • Gives the state the ability to increase the health care capacity in clinics, mobile health care units and adult day health care facilities. It also allows local governments more flexibility to utilize the skills of retired employees and reinforces the importance of the delivery of food, medicine and emergency supplies. | EO N-35-20 |
| 3/24/20 | N-36-20 | <p>Prisons and juvenile facilities</p> <ul style="list-style-type: none"> • Directs the California Department of Corrections and Rehabilitation (CDCR) Secretary to temporarily halt the intake and/or transfer of inmates and youth into the state’s 35 prisons and four youth correctional facilities. | EO N-36-20 |

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| 3/27/20 | N-37-20 | <p>Statewide eviction moratorium</p> <ul style="list-style-type: none"> Bans the enforcement of eviction orders for renters affected by COVID-19 through May 31, 2020. The order prohibits landlords from evicting tenants for nonpayment of rent and prohibits enforcement of evictions by law enforcement or courts. It also requires tenants to declare in writing, no more than seven days after the rent comes due, that the tenant cannot pay all or part of their rent due to COVID-19. | EO N-37-20 |
| 3/27/20 | N-38-20 | <p>Judicial reforms – remote depositions</p> <ul style="list-style-type: none"> This order allows the Judicial Branch to allow for remote depositions in every case (the law had previously required that parties be deposed in person) and electronic service of process. Additionally, the order leaves the Judicial Branch discretion to make any modifications to legal practice and procedure it deems necessary in order to continue conducting business. | EO N-38-20 |
| 3/30/30 | N-40-20 | <p>Tax filing deadline extensions, easement of some regulations, limiting in-person government services</p> <ul style="list-style-type: none"> Allows the California Department of Tax and Fee Administration (CDTFA) to offer a 90-day extension for tax returns and tax payments for all businesses filing a return for less than \$1 million in taxes. That means small businesses will have until the end of July to file their first-quarter returns. Extends the statute of limitations to file a claim for refund by 60 days to accommodate tax and fee payers. Department of Motor Vehicles will limit in-person transactions for the next 60 days, allowing instead for mail-in renewals. Additionally, the Department of Consumer Affairs will waive continuing education requirements for several professions, also for the next 60 days. Extends the Office of Administrative Law’s deadlines to review regular department proposed regulations. | EO N-40-20 |

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| | | | |
| 4/2/20 | N-41-20 | <p>Expedites funds for COVID-19 response (medical expenses)</p> <ul style="list-style-type: none"> Facilitates expenditures from the state’s Disaster Response-Emergency Operations Account, a subaccount of the Special Fund for Economic Uncertainties in the General Fund – the state’s traditional budget reserve – as well as from any other legally available fund to help with the COVID-19 response. \$1.4 billion in account. This is in addition to SB 89 General Fund expenditures (1 billion) | EO N-41-20 |
| 4/2/20 | N-42-20 | <p>Water shutoffs</p> <ul style="list-style-type: none"> Restricts water shutoffs to homes and small businesses while the state responds to the COVID-19 pandemic. | EO N-42-20 |

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| FEDERAL LEGISLATION | | |
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| BILL/AUTHOR | DESCRIPTION | STATUS |
| H. R. 748 Rep. Joe Courtney (D-CT) | CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY ACT (CARES ACT) <ul style="list-style-type: none"> Provides \$25 Billion nationwide in emergency funding for transit agencies responding to the Covid-19 crisis. Provides assistance and protection for workers to respond and care for family during the Covid-19 crisis. Provides assistance to businesses impacted by Covid-19. <p>This bill responds to the COVID-19 (i.e., coronavirus disease 2019) outbreak and its impact on the economy, public health, state and local governments, individuals, and businesses.</p> | 3/27/2020 – Signed into law by the President |

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| | <p>The bill provides FY2020 supplemental appropriations for federal agencies to respond to the COVID-19 outbreak. The supplemental appropriations are designated as emergency spending, which is exempt from discretionary spending limits.</p> <p>In addition, the bill funds various loans, grants, and other forms of assistance for businesses, industries, states, local governments, and hospitals; provides tax rebates of up to \$1,200 per individual and an additional \$500 per child, subject to limits based on adjusted gross income; temporarily expands unemployment benefits; and suspends payments and interest on federal student loans.</p> <p>The bill includes several other provisions that modify a wide range of programs and requirements, including those regarding oversight of the activities and funding authorized by this bill;</p> <p>the tax treatment of withdrawals from retirement accounts, business income, losses, and charitable contributions;</p> <p>medical product supplies;</p> <p>health insurance coverage for COVID-19 testing and vaccinations;</p> <p>the health care and aviation workforces;</p> <p>mortgage payments, evictions, and foreclosures for properties with federally backed mortgages;</p> <p>student loans and financial aid;</p> <p>aviation excise taxes;</p> <p>Medicare and Medicaid;</p> <p>the Food and Drug Administration drug approval process;</p> <p>the emergency paid sick leave program;</p> | |
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| | banking and accounting rules; and the U.S. Postal Service's borrowing authority. | |
| 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 |

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| <p>Senate Bill 352</p> <p>Senator John Cornyn (R-TX) And Senator Mark Warner (D-VA)</p> | <p>“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT</p> <p>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.</p> | <p>Senate – Referred to Committee on Finance</p> |
| <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 | <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> |

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| | <ul style="list-style-type: none"> • 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>Senate Bill 2164 Rep. Julia Brownley (D- Ventura County)</p> | <p>THE GREEN BUS ACT OF 2019 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> | House - Referred to the Subcommittee on Highways and Transit |
| <p>H.R. 4101/S. 2404 Representative Karen Bass (CA-37) and U.S. Senator Kirsten Gillibrand</p> | <p>BUILD LOCAL, HIRE LOCAL ACT 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> | 9/26/19: Board adopts a Support position |

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| <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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