

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

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 87 Ting D Autonomous vehicles.	1/29/2018-S. DESK 1/29/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated, if specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self insurance for a manufacturer performing testing, and for the submission and approval of an application to operate an autonomous vehicle. Existing law further requires those regulations to include any testing, equipment, and performance standards that the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. This bill would require the department to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan. The bill would require the law enforcement interaction plan, which instructs the law enforcement agencies on how to interact with the autonomous vehicle in emergency and traffic enforcement situations, to include, at a minimum, information on how to communicate with a remote operator of the vehicle, where in the vehicle to obtain owner information, vehicle registration, and proof of insurance, and how to recognize whether the vehicle is operating in autonomous mode.		Floor Analysis (text 1/3/2018) Support Oppose

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AB 91 Cervantes D High-occupancy vehicle lanes.	9/15/2017- S. INACTIVE FILE 9/15/2017- Ordered to inactive file at the request of Senator Roth.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would provide that these provisions apply only if the department, with the concurrence of the Riverside County Transportation Commission and the Southern California Association of Governments, determines that compliance with those provisions does not result in federal financial penalties, disqualification from future funding, or certain costs to local or regional governments. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill.		Floor Analyses (text 6/20/2017) Support Oppose

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AB 161 Levine D Department of Finance: infrastructure investment.	9/1/2017-S. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 6/27/2017)(May be acted upon Jan 2018)	Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation. This bill contains other existing laws.		Governmental Organization (text 1/13/2017) Support California Special Districts Association Coalition of Adequate School Housing State Building and Construction Trades Council of California Oppose None

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AB 301 Rodriguez D Commercial motor vehicles: examination requirements: driving skills test.	9/1/2017-S. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018)	Existing law prohibits a person from operating a commercial motor vehicle unless the person has passed a written and driving test for the operation of a commercial motor vehicle that complies with specified federal standards and any other requirements imposed by the Vehicle Code. Existing law requires the Department of Motor Vehicles to implement these provisions, as specified. This bill would require the Department of Motor Vehicles to establish performance goals to decrease the wait time to obtain an appointment to take the driving skills test to operate a commercial motor vehicle. The bill would require the department to convene a stakeholder group to make recommendations to the department on meeting these performance goals. The bill would require the department to submit a report to the relevant budget and policy committees of the Legislature detailing the recommendations of the stakeholder group, the recommendations that the department has adopted, the recommendations that were not adopted with an explanation of why they were not adopted, and how the department intends to implement these recommendations. The bill would additionally require the department to submit a subsequent report to these committees describing the department's performance in implementing the recommendations it has adopted and achieving the performance goals.		Appropriations (text 7/13/2017) Support Oppose

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AB 306 Gonzalez Fletcher D Vote by mail ballots.	1/18/2018-S. DESK 1/18/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law requires a vote by mail voter to return his or her voted vote by mail ballot (1) by mail or in person to the elections official, (2) in person to a member of a precinct board at a polling place or vote center, or (3) to a vote by mail ballot dropoff location, as specified. Existing law permits a vote by mail voter who is unable to return his or her ballot to designate another person to return the ballot. Existing law requires that all vote by mail ballots be received before the close of the polls on election day and prohibits a ballot from being counted if not received before that time. This bill would require a person designated to return a voter's vote by mail ballot to return the ballot no later than two days after receiving it from the voter or before the close of the polls on election day, whichever time period is shorter. However, the bill would prohibit disqualifying a ballot from being counted solely because it was returned more than two days after the designated person received it from the voter, provided that the ballot is returned by the designated person before the close of polls on election day.		Floor Analysis (text 1/11/2018) Support Oppose

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AB 344 Melendez R Toll evasion violations.	7/21/2017-S. 2 YEAR 7/21/2017- Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 5/10/2017)(May be acted upon Jan 2018)	Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. The bill would authorize an administrative review to include reviews of multiple notices of toll evasion violation or notices of delinquent toll evasion of a person. This bill contains other existing laws.	OPPOSE	Transportation And Housing (text 7/3/2017) Support American Civil Liberties Union Courage Campaign Law Enforcement Action Partnership National Center for Lesbian Rights Riverside Temple Beth El San Francisco Public Defender Teamsters Western Center on Law and Poverty Oppose Alameda County Transportation Commission Bay Area Toll Authority Los Angeles County Metropolitan Transportation Authority Orange County Business Council Orange County Transportation Authority San Bernardino County Transportation Authority South Orange County Economic Coalition Transportation Corridor Agencies

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AB 382 Voepel R Fuel taxes: State Parks and Recreation Fund: Off-Highway Vehicle Trust Fund.	7/21/2017-S. 2 YEAR 7/21/2017- Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/14/2017)(May be acted upon Jan 2018)	Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law requires a portion of the moneys attributable to the excise tax on gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund, and, commencing November 1, 2017, requires the portion of those moneys from a \$0.12 per gallon increase, and future inflation adjustments from that increase, to be transferred to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, or boating programs. This bill would provide that in the 2017–18 fiscal year up to \$1,000,000 of the revenues transferred to the State Parks and Recreation Fund may be transferred to the Off-Highway Vehicle Trust Fund to be available for specified purposes and would express the intent of the Legislature to make this transfer in the Budget Act of 2017.		Floor Analysis (text 5/26/2017) Support Oppose

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AB 636 Irwin D Local streets and roads: expenditure reports.	5/10/2017-S. RLS. 6/27/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS. (Set for hearing) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.)	Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes. This bill contains other related provisions and other existing laws.		Appropriations (text 3/28/2017) Support Oppose

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AB 697 Fong R Tolls: exemption for privately owned emergency ambulances.	9/16/2017- S. INACTIVE FILE 9/16/2017- Ordered to inactive file at the request of Senator McGuire.	Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Existing law provides procedures for an operator of a toll facility and a public agency to resolve certain disputes relating to the nonpayment of tolls. Existing law allows for agreements between the owner or operator of a toll facility and a local emergency service provider that establish terms for the use of the toll facility by the emergency service provider. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions.		Floor Analyses (text 6/12/2017) Support Oppose

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AB 709 McCarty D Sacramento Regional Transit District.	9/1/2017-S. RLS. 3/5/2018-From committee chair, with author's amendments: Amend, and re- refer to committee. Read second time, amended, and re-referred to Com. on RLS.	Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law provides that the district may levy various taxes subject to voter approval. Existing law authorizes the district to provide for a retirement system for its employees. Existing law authorizes the board of directors of the district to adopt a retail transactions and use tax ordinance, subject to the approval of 2/3 of the electors at a special election. Existing law requires the Sacramento Regional Transit District's retail transactions and use tax ordinance to provide for rates of 1/4 or 1/2 of 1%. This bill would revise and recast these and other related provisions. The bill would modify the description of the authorized boundaries of the district and provide that the district is a rapid transit district, as defined. The bill would specify that certain property and facilities used by the district are transit works and facilities, and constitute public works for the purposes of the Public Contract Code. The bill would modify the definition of quorum as applied to meetings of the board. The bill would authorize the district to publish ordinances on its Internet Web site as an alternative to newspaper publication. The bill would authorize the board secretary to be a district employee appointed by the board. The bill would authorize a public agency to contract with the district to provide transit facilities and services for the public agency. The bill would provide that laws, or rules or regulations, of this state inconsistent with the laws, or rules and regulations, of the United States, shall not apply to the acquisition, construction, maintenance, or operation of transit facilities funded by the United States, to the extent of the inconsistency, if that inconsistency may result in a loss of federal funding. The bill would modify the district's powers to impose property taxes to apply to all or any part of the district, and that the taxes would apply to an entity within the boundaries of the district as long as the entity remains a participating entity of the district. The bill would modify the district's powers to impose a retail transactions and use tax by ordinance in increments of 1/8 of 1% or a multiple thereof. The bill would authorize members of the board and district employees to sit on the district's retirement system board. The bill would make other related changes.		Business, Professions And Economic Development (text 6/13/2017) Support American Cancer Society/Cancer Action Network (co-sponsor) American Heart Association / American Stroke Association (cosponsor) American Lung Association (sponsor) Health Access Oppose CalAsian Chamber of Commerce California Black Chamber of Commerce California Chamber of Commerce California Distributors Association California Grocers Association California Independent Oil Marketers Association (CIOMA) California Licensed Beverage Association California Manufacturers and Technology Association California Retailers Association Californians for Tobacco Harm Reduction Capitol Convenience Services National Federation of Independent Business Retailers and Store Owners United to Rebuild California's

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AB 943 Santiago D Land use regulations: local initiatives: voter approval.	9/1/2017-S. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018)	The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city or county ordinances may be enacted or amended by initiative, including requiring that an ordinance proposed by the voters of the city or county be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance or an amendment of an ordinance that would reduce density or stop development or construction of any parcels located less than one mile from a major transit stop, as defined, within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, would require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective. The bill would exclude from this requirement the proposal and submission to the voters of an ordinance or amendment of an ordinance by the legislative body of the city, county, or city and county and the adoption or amendment of a city, county, or city and county charter, and would exclude ordinances that apply to or implement amendments to a city or county general plan pertaining to certain lands specified in that general plan. The bill would also exclude ordinances that apply primarily to lands located outside an established city urban restriction boundary or ordinances that revise or continue previously established city urban restriction boundaries. This bill contains other related provisions and other existing laws.		Appropriations (text 7/19/2017) Support Oppose

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AB 1160 Bonta D Autonomous vehicles.	7/21/2017-S. 2 YEAR 7/21/2017- Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/8/2017)(May be acted upon Jan 2018)	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 as any vehicle equipped with autonomous technology that has been integrated into that vehicle.This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.		Communications And Conveyance (text 4/17/2017) Support Consumers for Auto Reliability and Safety Oppose None
AB 1205 Jones-Sawyer D Los Angeles County Metropolitan Transportation Authority: contracting.	9/11/2017-S. RLS. 3/5/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.	Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law authorizes LACMTA to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified small business enterprises, as long as price quotations are obtained by LACMTA from 3 or more small business enterprises, and requires LACMTA to report to the Legislature by December 31, 2017, regarding any contracts awarded in this regard. This bill would instead authorize LACMTA to award contracts in this manner as long as it solicits rather than obtains price quotations from 3 or more small business enterprises. The bill would delete the requirement that LACMTA report to the Legislature regarding contracts awarded to small business enterprises in this regard.This bill contains other related provisions.		Floor Analyses (text 2/17/2017) Support Oppose

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AB 1395 Chu D State highways: Department of Transportation: litter cleanup and abatement: report.	1/29/2018- S. DESK 1/29/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the operation, maintenance, and improvement of state highways. This bill would require the department, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by the department to have the highest incidences of litter and to reallocate existing litter cleanup resources as necessary in order to implement this priority. The bill would also require the department, on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings. The bill would require the department to consult with interested stakeholders that may include city and county officials in the development of the report.		Floor Analysis (text 1/22/2018) Support Oppose

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AB 1405 Mullin D Advanced Digital Network Act.	2/14/2018-S. T. & H. 2/26/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H.	Existing law, the Outdoor Advertising Act, provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. This bill would enact the Advanced Digital Network Act. The bill would authorize the department, subject to federal approval, to enter into a specified comprehensive development lease agreement pursuant to a best value competitive procurement process for a project with a public or private entity, or a consortia thereof, to install and operate a network of new digital signs within the rights-of-way of the state highway system that would display commercial advertising and public service messages. The bill would authorize the use of the digital signs for emergency messages, as needed, and require dedicated time to be provided to the department to use the advanced digital network for traveler information and motorist safety and awareness campaigns and any other public messaging desired by the state, without providing additional compensation to the contracting entity. This bill contains other related provisions.		Appropriations (text 9/1/2017) Support Oppose

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AB 1421 Dababneh D Railroads: noise and vibration levels.	6/8/2017-S. RLS. 6/8/2017- Referred to Com. on RLS. (Set for hearing) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.)	Existing law creates the State Department of Public Health with various powers and duties.This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.		Floor Analysis (text 3/22/2017) Support Oppose
AB 1721 Committee on Revenue and Taxation Los Angeles County Metropolitan Transportation Authority: transactions and use tax.	6/1/2017-S. RLS. 6/1/2017- Referred to Com. on RLS. (Set for hearing) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.)	Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified.This bill would correct an erroneous cross-reference in these provisions.This bill contains other existing laws.	Support	Revenue And Taxation (text 3/16/2017) Support Los Angeles County Metropolitan Transportation Authority Oppose None

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AB 1756 Brough R Transportation funding.	1/16/2018- A. TRANS. 1/16/2018- Referred to Com. on TRANS.	Existing law, the Road Repair and Accountability Act of 2017, establishes a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax by \$0.12 per gallon with an inflation adjustment, increasing the diesel excise tax by \$0.20 per gallon with an inflation adjustment, creating a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, creating a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later and with an inflation adjustment, and increasing the additional sales and use tax rate on diesel fuel by an additional 4%. The act provides that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, the zero-emission vehicle registration fee takes effect on July 1, 2020, and the additional sales and use tax rate increases take effect on November 1, 2017. The act provides for the expenditure of the revenues generated from these charges pursuant to specified to programs and other requirements. This bill would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.		

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AB 1759 McCarty D General plans: housing element: production report: withholding of transportation funds.	2/12/2018- A. TRANS. 2/12/2018- Referred to Coms. on TRANS. and H. & C.D.	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. Existing law requires a planning agency to include in its annual report specified information, known as a production report, regarding units of net new housing, including rental housing and for-sale housing that have been issued a completed entitlement, building permit, or certificate of occupancy. This bill would require the department, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1798 Chu D Schoolbuses: passenger restraint systems.	1/22/2018- A. TRANS. 1/22/2018- Referred to Coms. on TRANS. and ED.	Existing law requires that schoolbuses manufactured on or after July 1, 2004, or July 1, 2005, depending on vehicle capacity and weight, and purchased or leased for use in California be equipped with a passenger restraint system, as specified, at all designated seating positions, unless specifically prohibited by the National Highway Traffic Safety Administration. A violation of these provisions is a crime. This bill would require, no later than January 1, 2028, any schoolbus used for the transportation of any pupil attending a public or private primary or secondary school to be equipped with passenger restraint systems. The bill would authorize the person or entity owning or operating a schoolbus to comply with the passenger safety restraint requirement either through retrofitting existing schoolbuses or purchasing new schoolbuses. Because a violation of the bill's requirements would be 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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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1804 Berman D California Environmental Quality Act: categorical exemption: infill development.	1/22/2018- A. NAT. RES. 1/22/2018- Referred to Com. on NAT. RES.	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Existing guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits.This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. The bill also would require the office to recommend proposed regulatory amendments for the implementation of these provisions and would require the secretary to certify and adopt the changes on or before January 1, 2020.This bill contains other related provisions and other existing laws.		

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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1874 Voepel R Fuel taxes: Off-Highway Vehicle Trust Fund.	1/29/2018- A. TRANS. 3/7/2018- Coauthors revised.	Existing law imposes an excise tax on motor vehicle fuel (gasoline) and requires these taxes to be deposited in the Motor Vehicle Fuel Account. Existing law requires the moneys attributable to the excise tax on gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund. With respect to the portion of those moneys attributable to an increase in the excise tax as a result of the elimination of the sales tax on gasoline effective July 1, 2010, existing law instead requires those moneys to be transferred to the General Fund. With respect to the portion of those moneys from a \$0.12 per gallon increase in the excise tax commencing November 1, 2017, and future inflation adjustments from that increase, existing law instead requires those funds to be transferred to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, or boating programs. Existing law also requires the Controller to withhold \$833,000 from the monthly transfer to the Off Highway Vehicle Trust Fund, and transfer that amount to the General Fund. This bill would, on June 30, 2019, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer to the Off-Highway Vehicle Trust Fund and transfer that amount to the General Fund. The bill would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1901 Obernolte R California Environmental Quality Act: exemption: roadway projects.	2/5/2018- A. NAT. RES. 2/5/2018- Referred to Coms. on NAT. RES. and TRANS.	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 extend the above exemption indefinitely. This bill contains other existing laws.		
AB 1905 Grayson D Environmental quality: judicial review: transportation projects.	2/5/2018- A. NAT. RES. 2/5/2018- Referred to Coms. on NAT. RES. and TRANS.	The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. The act establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to the act. This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy and for which an environmental impact report has been certified, unless the court makes specified findings.		

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AB 1945 Garcia, Eduardo D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.	1/29/2018- A. PRINT 1/30/2018-From printer. May be heard in committee March 1.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would make a nonsubstantive change to that provision.		
AB 1947 Low D Petitions: compensation for signatures.	2/8/2018-A. E. & R. 2/8/2018- Referred to Com. on E. & R.	Under existing law, a person who is 18 years of age or older may circulate an initiative, referendum, or recall petition. This bill would provide that it is a misdemeanor for a person to pay or to receive money or any other thing of value based on the number of signatures obtained on a state or local initiative, referendum, or recall petition and would prescribe penalties for this crime. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1969 Salas D Transportation funds: transit operators: fare revenues.	1/31/2018- A. PRINT 2/1/2018-From printer. May be heard in committee March 3.	Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, certain revenues are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive the moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating costs. Existing law generally establishes the required fare revenues to operating cost ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would provide that it is the intent of the Legislature to enact legislation relating to the ratio of fare revenues to operating costs under the Transportation Development Act.		
AB 1970 Garcia, Eduardo D California Toll Bridge Authority Act.	1/31/2018- A. PRINT 2/1/2018-From printer. May be heard in committee March 3.	Existing law, the California Toll Bridge Authority Act, abolished the California Toll Bridge Authority and vested the California Transportation Commission with the authority's duties, powers, purposes, responsibilities, and jurisdiction. The act provides that the California Transportation Commission has the possession and control of all licenses, permits, leases, agreements, contracts, orders, claims, judgments, records, papers, equipment, supplies, bonds, moneys, funds, appropriations, buildings, land, and other property held for the benefit, use, or obligation of the California Toll Bridge Authority. This bill would make a nonsubstantive change to these provisions.		

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AB 2034 Kalra D Human trafficking; notice.	2/16/2018- A. JUD. 2/16/2018- Referred to Com. on JUD.	Existing law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Existing law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. This bill would require a business or other establishment that operates an intercity passenger rail, light rail, or bus station, on or before January 1, 2020, to train its new and existing employees who are likely to interact with, or to come into contact with, a victim of human trafficking or who are likely to receive a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified. The bill would require the Department of Justice, on or before July 1, 2019, in consultation with community-based anti-human trafficking organizations, to develop guidelines to assist employers in providing the employee training. The bill would also require the department to make the guidelines publicly available on its Internet Web site and to distribute copies of the guidelines to the employers described above upon request.		
AB 2061 Frazier D Near-zero-emission and zero-emission vehicles.	2/16/2018- A. TRANS. 3/6/2018-Re- referred to Com. on TRANS.	Existing law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. This bill would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel fueling and propulsion system.		

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AB 2145 Reyes D Vehicular air pollution.	2/26/2018- A. TRANS. 2/26/2018- Referred to Com. on TRANS.	(1)The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would remove as an eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that help to facilitate clean goods movements corridors and instead add as eligible projects those that are on or adjacent to the state’s multimodal state freight system and those that support grid integration and integrated storage solutions and charging management demonstration and analytics. The bill would additionally require the energy commission, as part of the guidance developed for the program, to advise the state board on to how to allocate moneys for vehicle charging infrastructure consistent with the energy commission’s investment plan strategies on charging infrastructure that is part of the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007. The bill instead would require the guidance to promote projects that assist the state in reaching its climate goals beyond 2030. The bill would additionally require the state board, when evaluating potential projects to be funded under the program, to give priority to a project that benefits communities that have implemented a specified community emissions reduction program. This bill contains other related provisions and other existing laws.		

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AB 2148 Chávez R Public Utilities Commission: decisions: public review and comment.	2/26/2018-A. U. & E. 2/26/2018- Referred to Com. on U. & E.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities and can establish its own procedures, subject to the statutory restrictions and constitutional requirements of due process. Existing law requires that certain decisions, including resolutions, be served on parties and subject to at least 30 days' public review and comment prior to being voted on. Under existing law, the 30-day period may be reduced or waived in an unforeseen emergency situation, upon the stipulation of all parties in the proceeding, for an uncontested matter in which the decision grants the relief requested, or for an order seeking temporary injunctive relief. This bill would instead subject those decisions to at least 45 days of public review and comment and would authorize the reduction or waiving of that period under the same conditions.		

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AB 2154 Bonta D Public employment: labor relations: release time.	2/26/2018- A. P.E.,R. & S.S. 2/26/2018- Referred to Com. on P.E., R., & S.S.	<p>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, 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 requires public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances; to formally meet and confer with the public employer on matters within the scope of representation; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board, 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.</p>		

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AB 2155 Mullin D Political Reform Act of 1974: campaign disclosures.	2/12/2018- A. PRINT 2/13/2018-From printer. May be heard in committee March 15.	Existing law, the Political Reform Act of 1974, provides for the comprehensive regulation of campaign financing and activities. The act defines "expenditure" as a payment, a forgiveness of a loan, a payment of a loan by a 3rd party, or an enforceable promise to make a payment, unless it is clear from the surrounding circumstances that it is not made for political purposes, and provides that an expenditure is made on the date payment is made or on the date the consideration, if any, is received, whichever is earlier. This bill would make technical, nonsubstantive changes to these provisions.		
AB 2272 Mayes R High-occupancy vehicle lanes.	2/13/2018- A. PRINT 2/14/2018-From printer. May be heard in committee March 16.	Existing law provides that the Department of Transportation has full control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles. This bill would make nonsubstantive changes to these provisions relating to exclusive or preferential lanes.		
AB 2304 Holden D Transit pass programs: status report.	3/1/2018- A. TRANS. 3/1/2018- Referred to Com. on TRANS.	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.		

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AB 2307 Frazier D High-speed rail.	2/13/2018- A. PRINT 2/14/2018-From printer. May be heard in committee March 16.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority to establish an independent peer review group for the purpose of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan for each corridor. This bill would correct an inaccurate cross-reference and make a nonsubstantive change in these provisions.		
AB 2378 Salas D State Air Resources Board: regulations.	2/14/2018- A. PRINT 2/15/2018-From printer. May be heard in committee March 17.	Existing law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Existing law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would make a technical, nonsubstantive change to this provision.		

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AB 2417 Rodriguez D Metro Gold Line Foothill Extension Construction Authority.	3/8/2018-A. L. GOV. 3/8/2018- Referred to Com. on L. GOV.	(1)Existing law creates the Metro Gold Line Foothill Extension Construction Authority, governed by a board of 5 voting members and 3 nonvoting members, appointed as specified, for purposes relating to the development of a light rail project extending from the City of Los Angeles to the Cities of Pasadena and Montclair, and authorizes the authority to accept grants, fees, and allocations from federal, state, local agencies, and private entities, and to accept transfers of funds from federal, state, and local agencies.This bill would increase to 6 the voting members of the board by adding one voting member appointed by the City of Montclair. Because this bill would require a local authority to assume additional responsibilities, it would create a state-mandated local program.This bill contains other related provisions and other existing laws.		
AB 2433 Salas D Department of Transportation: voluntary inspection and testing services.	3/5/2018-A. TRANS. 3/5/2018- Referred to Com. on TRANS.	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to voluntary inspection and testing services.		
AB 2473 Bonta D Highway Users Tax Account.	2/14/2018-A. PRINT 2/15/2018-From printer. May be heard in committee March 17.	Existing law authorizes the Controller to use the funds in the Highway Users Tax Account in the Transportation Tax Fund for cashflow loans to the General Fund.This bill would make nonsubstantive changes to these provisions.		

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AB 2492 Salas D Carl Moyer Memorial Air Quality Standards Attainment Program.	2/14/2018- A. PRINT 2/15/2018-From printer. May be heard in committee March 17.	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.		

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

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AB 2535 Oberholte R High-occupancy toll lanes: notice of toll evasion violation.	3/5/2018- A. TRANS. 3/5/2018- Referred to Com. on TRANS.	Existing law requires an issuing agency or a processing agency to forward a notice of toll evasion violation to the registered owner of a vehicle that is found, by automated devices, visual observation, or otherwise, to have evaded tolls on a toll road or toll bridge within 21 days of the violation, except as specified. Existing law requires the notice of toll evasion violation to set forth the violation, including reference to the code section violated, the approximate time thereof, and the location where the violation occurred. Existing law also requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of all photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. Because this bill would require an issuing agency or a processing agency to include additional materials in the notice, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 2543 Eggman D State agencies: infrastructure project budget and schedule: report.	3/5/2018-A. A. & A.R. 3/5/2018- Referred to Com. on A. & A.R.	Existing law, on order of the Governor, requires the head of each state agency to make a report to the Governor giving an account of all matters pertaining to the agency during the period specified by the Governor. This bill would require each state agency or department authorized to undertake large and complex infrastructure projects to develop and implement a policy for publicly reporting any significant change in the cost or schedule of a large and complex infrastructure project that would result in the project exceeding its projected budget by 10 percent or more or being delayed by 12 months or longer. The bill would require that the report include documentation and an explanation justifying a decision to proceed with the large and complex infrastructure project. The bill would also require the policy to require that the state agency or department provide a copy of this report to each appropriate policy committee of the Legislature.		
AB 2548 Friedman D Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.	3/5/2018-A. TRANS. 3/5/2018- Referred to Com. on TRANS.	Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority. This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.	Sponsor	

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AB 2553 Friedman D Housing opportunity zones.	2/15/2018- A. PRINT 2/16/2018-From printer. May be heard in committee March 18.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would express the intent of the Legislature to enact legislation that would authorize the creation of housing opportunity zones to encourage infill development within high transit areas		
AB 2578 Chiu D Infrastructure financing districts.	2/15/2018- A. PRINT 2/16/2018-From printer. May be heard in committee March 18.	Existing law authorizes the City and County of San Francisco to create infrastructure financing districts, including districts that include specified waterfront property, adopt infrastructure financing plans for those districts, and issue bonds financed by projected increases in ad valorem property taxes to fund certain public facilities, pursuant to a specified procedure. Existing law specifies the types of projects a waterfront district may finance. This bill would make a nonsubstantive change to this provision relative to the types of projects a waterfront district may finance.		
AB 2603 Cunningham R Proprietary security services.	2/15/2018- A. PRINT 2/16/2018-From printer. May be heard in committee March 18.	The Proprietary Security Services Act generally regulates the proprietary private security vocation. The act requires a proprietary private security officer to, among other things, register with the Department of Consumer Affairs. This bill would make a nonsubstantive change to that provision.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 2615 Carrillo D Department of Transportation: powers and duties: memoranda of understanding.	3/8/2018- A. TRANS. 3/8/2018- Referred to Coms. on TRANS. and W.,P., & W.	Existing law establishes in the Transportation Agency, the Department of Transportation. Existing law prescribes certain powers and duties of the department, including that the department support the California Transportation Commission in coordinating and developing, in cooperation with local and regional entities, comprehensive balanced transportation planning and policy for the movement of people and goods within the state. This bill would require the department to enter into memoranda of understanding with all appropriate public agencies, including the Department of Parks and Recreation and any local public entity, for purposes of providing maximum and safe pedestrian access to state and local parks.		
AB 2629 Eggman D Department of Transportation: state highways.	2/15/2018- A. PRINT 2/16/2018-From printer. May be heard in committee March 18.	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.		
AB 2650 Lackey R Public transit buses: illuminated signs.	3/8/2018- A. TRANS. 3/8/2018- Referred to Com. on TRANS.	Existing law authorizes buses operated by a publicly owned transit system, on regularly scheduled service, to be equipped with certain illuminated signs, as specified. Existing law requires the illuminated signs to adhere to certain specifications, including, among others, being limited in size to a display of not greater than 720 square inches, and requiring the illuminated signs to display information directly related to public transit service, including, but not limited to, route number, destination description, run number, and public service announcements. This bill would revise those conditions, to increase the maximum display area of an illuminated sign to 4,320 inches and to allow paid advertising to be displayed on the illuminated sign.		

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AB 2654 Quirk-Silva D Design-build: Orange County.	3/8/2018-A. L. GOV. 3/8/2018- Referred to Com. on L. GOV.	Existing law, until January 1, 2025, authorizes local agencies, as defined, to use the design-build procurement process for specified public works with prescribed cost thresholds. This bill would establish similar provisions specific to Orange County. The bill would authorize the County of Orange and the Orange County Flood Control District, indefinitely and without exclusion, to use design-build for public works infrastructure projects in excess of \$1,000,000. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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AB 2712 Allen, Travis R Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.	3/8/2018- A. TRANS. 3/8/2018- Referred to Com. on TRANS.	(1)Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters.This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund the construction and maintenance of roads, including the expansion of road capacity. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election.This bill contains other related provisions.		

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AB 2726 Levine D Transit districts.	2/15/2018- A. PRINT 2/16/2018-From printer. May be heard in committee March 18.	Existing law, the Transit District Law, authorizes the establishment of the Alameda-Contra Costa Transit District. This bill would make nonsubstantive changes to these provisions.		
AB 2730 Harper R Franchise Tax Board: collection of delinquent amounts: tolls.	3/8/2018- A. REV. & TAX 3/8/2018- Referred to Com. on REV. & TAX.	Existing law requires the Franchise Tax Board to collect certain delinquencies related to vehicles, including, but not limited to, unpaid tolls, toll evasion penalties, and any related administrative or service fee, as though the delinquencies are taxes, as specified. This bill would remove that requirement.		
AB 2734 Frazier D California Transportation Commission.	2/15/2018- A. PRINT 2/16/2018-From printer. May be heard in committee March 18.	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.		

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AB 2762 Carrillo D Public contracts: disabled veteran business enterprises: local small business enterprises: social enterprises.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law establishes the California Disabled Veteran Business Enterprise Program to address the special needs of disabled veterans by assisting state procurement authorities in meeting or exceeding the disabled veteran enterprise participation goal of 3% of total contract value for procurement contracts. This bill would state the intent of the Legislature to enact legislation pertaining to contracting opportunities for disabled veteran business enterprises, local small business enterprises, and social enterprises. This bill contains other existing laws.		
AB 2782 Friedman D California Environmental Quality Act.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Existing law exempts from compliance under CEQA housing projects that satisfy specified criteria. This bill would make a nonsubstantive change to definitions that apply in connection with the latter provision.		

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AB 2851 Grayson D Federal funds: highway safety improvements.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing federal law provides for apportionment of certain federal funds to the state for highway safety improvements. Existing law requires these funds to be deposited in the State Highway Account and provides that these funds are appropriated for allocation by the California Transportation Commission. This bill would make nonsubstantive changes to these provisions.		
AB 2865 Chiu D High-occupancy toll lanes: Santa Clara Valley Transportation Authority.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in the County of Santa Clara and on State Highway Route 101 in the County of San Mateo in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, as prescribed. This bill would make nonsubstantive changes to these provisions.		

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AB 2919 Frazier D Transportation: permits.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law, on or before April 1, 2018, requires the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of the Secretary of Transportation, the Secretary of the Natural Resources Agency, and the Chair of the California Transportation Commission, or their designees, and representatives of specified entities. Existing law requires the taskforce to develop a process for early engagement of all parties in the development of transportation projects to reduce permit processing time, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. Existing law requires the Secretary of Transportation, on or before December 1, 2019, to prepare and submit to the appropriate policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce, as specified. This bill would state the intent of the Legislature to enact legislation that would require all permitting agencies that interact with the Department of Transportation, including, but not limited to, the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, to approve and complete permits within a 2-year timeframe.		
AB 2951 Gloria D Commute benefit policies.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law establishes a program that authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance. This bill would make nonsubstantive changes to this program.		

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AB 2996 Fong R Department of Transportation: Job order contracting.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. This bill, until July 1, 2022, would authorize the Department of Transportation to use job order contracting, an alternative procurement procedure, for certain types of highway maintenance work. The bill would require the department to establish a procedure to prequalify job order contractors, and to award work for renewable 12-month contract terms based on competitive sealed bids pursuant to a unit price book of tasks and job order contract specifications. The bill would also require the department to report annually to the Legislature on specified matters relating to job order contracts.		

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AB 3059 Bloom D Congestion pricing demonstration pilot projects.	2/16/2018-A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	(1)Existing law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits.This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions.This bill contains other related provisions and other existing laws.		
AB 3106 Nazarian D Autonomous vehicles.	2/16/2018-A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements.This bill would make technical, nonsubstantive changes to those provisions.		

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AB 3107 Baker R State Air Resources Board: regulations.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Existing law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would make a technical, nonsubstantive change to this provision.		
AB 3124 Bloom D Vehicles: length limitations: buses: bicycle transportation devices.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. The bill would also make a conforming change in a related provision.		

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AB 3132 Chau D Autonomous vehicles.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Existing law defines “autonomous technology” and “autonomous vehicle” for those purposes. This bill would make technical, nonsubstantive changes to those provisions		
AB 3135 Frazier D High-Speed Rail Authority: executive director.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law provides for the authority to appoint an executive director, exempt from civil service, who serves at the pleasure of the authority. This bill would make nonsubstantive changes to these provisions.		
AB 3155 Cooper D Public works: definition.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the meaning of the term “public works” to include warranty work, and would include warranty work within the definition of “construction” as it is used to define “public works.” By expanding the definition of “public works,” the bill would expand the scope of a crime. The bill would also make technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.		

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AB 3201 Daly D State Air Resources Board.	2/16/2018- A. PRINT 2/17/2018-From printer. May be heard in committee March 19.	Existing law the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, creates the Air Quality Improvement Program, administered by the State Air Resources Board. Existing law requires the primary purpose of the Air Quality Improvement Program to be the funding of projects to reduce criteria air pollutants, to improve air quality, and to fund research to determine and improve the air quality impacts of alternative transportation fuels and vehicles, vessels, and equipment technologies. This bill would provide that it is the intent of the Legislature to enact legislation to require the State Air Resources Board to develop and conduct a program to accelerate emission reductions from California's public transit fleet.		

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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
<p>SB 21 Hill D</p> <p>Law enforcement agencies: surveillance: policies.</p>	<p>9/1/2017-A. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018)</p>	<p>Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each law enforcement agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the law enforcement agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. The bill would require the law enforcement agency to submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would prohibit a law enforcement agency from selling, sharing, or transferring information gathered by surveillance technology, except to another law enforcement agency, as permitted by law and the terms of the Surveillance Use Policy. The bill would provide that any person could bring an action for injunctive relief to prevent a violation of these provisions and, if successful, could recover reasonable attorney's fees and costs. The bill would require an agency to discipline an employee who knowingly or intentionally uses surveillance technology in violation of these provisions, as specified. The bill would authorize an agency to temporarily use surveillance technology during exigent circumstances, as specified, without meeting the requirements of these provisions, provided that, among other things, the agency submits a specified report to its governing body within 45 days of the end of the exigent circumstances, except as specified. This bill contains other related provisions and other existing laws.</p>		<p>Appropriations (text 8/21/2017) Support Oppose</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 100 De León D California Renewables Portfolio Standard Program: emissions of greenhouse gases.	9/8/2017-A. U. & E. 9/11/2017- September 11 hearing postponed by committee. From committee with author's amendments. Read second time and amended. Re- referred to Com. on U. & E.	(1)Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. The California Renewables Portfolio Standard Program requires the PUC to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieve 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The Legislature has found and declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030.This bill would revise the above-described legislative findings and declarations to state that the goal of the program is to achieve that 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. The bill would require that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatthours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030.This bill contains other related provisions and other existing laws.		Floor Analysis (text 7/18/2017) Support Oppose

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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 120 Committee on Budget and Fiscal Review In-home supportive services provider wages: emergency caregiver payments for foster care: civil immigration detainees: recording fees.	3/6/2018- A. THIRD READING 3/6/2018-Read second time. Ordered to third reading.	(1)Existing law, the California Values Act, prohibits state and local law enforcement agencies from contracting with the federal government for use of their facilities to house individuals as federal detainees, except as specified.This bill would specify that state and local law enforcement agencies are prohibited from contracting with the federal government for use of their facilities to house individuals as federal detainees for purposes of civil immigration custody, except as specified.(2)Existing law imposes a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Existing law exempts from this fee any real estate instrument, paper, or notice recorded in connection with a transfer subject to the imposition of a documentary transfer tax, as provided, or with a transfer of real property that is a residential dwelling to an owner-occupier.This bill would additionally exempt from this fee any real estate instrument, paper, or notice executed or recorded by the federal government pursuant to the Uniform Federal Lien Registration Act, or by the state, or any county, municipality, or other political subdivision of the state. The bill would provide that these exemptions apply retroactively to any real estate instrument, paper, or notice executed or recorded by the federal government, or by the state, or any county, municipality, or other political subdivision of the state on or after January 1, 2018. The bill would also state that the exemption for real estate instruments, papers, or notices executed or recorded by the state, or any county, municipality, or other political subdivision of the state is declaratory of existing law.By adding to the duties of county recorders in administering this recording fee, this bill would impose a state-mandated local program.(3)Existing law establishes the county-administered In-Home Supportive Services (IHSS) program, under which qualified aged, blind, and disabled persons are provided with services in order to permit them to remain in their own homes and avoid institutionalization. Existing law prohibits an increase in provider wages or benefits that were locally negotiated, mediated, imposed, or adopted by ordinance from taking effect unless and until, prior to its implementation, certain conditions are met, including that the State Department of Social Services has obtained the approval of the State Department of Health Care Services, as specified.This bill would prohibit the increase in wages or benefits from taking effect unless and until the increase is reviewed and determined to be in compliance with state law.(4)Existing law requires the state and counties to share the annual cost of providing in-home supportive services and requires all counties to have a County IHSS Maintenance of Effort (MOE) commencing July 1, 2017, as prescribed. Existing law requires the County IHSS MOE to be adjusted for the annualized cost increases in provider wages or health benefits that are locally negotiated, mediated, or imposed on or after July 1, 2017. Existing law authorizes a county to negotiate a wage supplement and requires the county's County IHSS MOE to include a one-time		Floor Analysis (text 3/1/2018) Support Oppose

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		<p>adjustment by the amount of the increase, as specified, for the first time the wage supplement is applied. Existing law requires the wage supplement to subsequently be applied to the county individual provider wage when the increase takes effect at the same time as, and is the same amount as, the state minimum wage increases, and the minimum wage increase exceeds the county individual provider wage prior to applying the minimum wage increase. This bill would instead require the wage supplement to subsequently be applied to the minimum wage when the minimum wage increase is equal to or exceeds the county wage paid without the inclusion of the wage supplement and the increase to the county wage paid takes effect at the same time as the minimum wage increase. The bill would require that the wage supplement be in addition to the highest wage rate paid in the county as of June 30, 2017. The bill would provide that these new requirements do not apply for any changes to provider wages or health benefits locally negotiated, mediated, or imposed by a county, public authority, or nonprofit consortium, for which a rate change request was submitted to the State Department of Social Services for review prior to January 1, 2018, and instead would require that in these cases, the wage supplement subsequently be applied to the minimum wage when the minimum wage is equal to or exceeds the county individual provider wage including the wage supplement. The bill would appropriate \$1,000,000 to the State Department of Social Services for the purposes of the provisions relating to cases in which a rate change request was submitted to the department for review prior to January 1, 2018.</p> <p>(5) Existing law requires each county to provide cash assistance and other social services to needy families through the California Work Opportunity and Responsibility to Kids (CalWORKs) program using federal Temporary Assistance to Needy Families (TANF) block grant program, state, and county funds. Existing law specifies the amounts of cash aid to be paid each month to CalWORKs recipients. Existing law establishes the Aid to Families with Dependent Children-Foster Care (AFDC-FC) program, under which counties provide payments to foster care providers on behalf of qualified children in foster care. Under existing law, a child who is placed in the approved home of a relative is eligible for AFDC-FC if he or she is eligible for federal financial participation in the AFDC-FC payment, as specified. Existing law provides for benefits for a child who is placed in the approved home of a relative and who is ineligible for AFDC-FC pursuant to the CalWORKs program. Existing law establishes the Approved Relative Caregiver Funding Program (ARC) for the purpose of making the amount paid to relative caregivers for the in-home care of children placed with them who are ineligible for AFDC-FC payments equal to the amount paid on behalf of children who are eligible for AFDC-FC payments. Existing law provides for the implementation of the resource family approval process, which replaces the multiple processes for licensing foster family homes, certifying foster homes by foster family agencies, approving relatives and nonrelative extended family members as foster care</p>		

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		<p>providers, and approving guardians and adoptive families. Existing law defines a resource family as an individual or family that has successfully met both home environment assessment standards and permanency assessment criteria, as specified, necessary for providing care for a child placed by a public or private child placement agency by court order, or voluntarily placed by a parent or legal guardian. Existing law provides for the temporary or emergency placement of dependent children of the juvenile court and nonminor dependents with relative caregivers or nonrelative extended family members under specified circumstances. Under existing law, a relative caregiver or nonrelative extended family member is required to submit an application for approval as a resource family and initiate a home environment assessment within 5 business days after the placement. This bill would state the Legislature’s intent to provide interim support to an emergency caregiver, as defined, who has a pending application under the Resource Family Approval Program that has been temporarily delayed due to the need to increase capacity for statewide implementation of the program. This bill would require counties to provide an emergency assistance payment or ARC payment to that emergency caregiver who meets specified requirements, and is caring for a child or nonminor dependent placed in the caregiver’s home under specified circumstances, if the child or nonminor dependent resides in California, and is not otherwise eligible for AFDC-FC or ARC. The bill would require the payments to be made either through ARC or through the TANF block grant emergency assistance program for child welfare services, as specified. The bill would make payments available through June 30, 2018, if specified conditions are met. The bill would provide that counties would not be liable for any federal disallowance or penalty imposed on the state based on implementing these provisions. The bill would make these provisions inoperative on July 1, 2018, and would repeal the provisions on January 1, 2019. By expanding the duties of counties relating to foster care, the bill would impose a state-mandated local program. (6) Existing law continuously appropriates moneys from the General Fund to defray a portion of county costs under the CalWORKs program. This bill would provide that the continuous appropriation would not be made for purposes of implementing the bill. (7) 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. (8) This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.</p>		

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SB 121 Committee on Budget and Fiscal Review Education: Child care: individualized county child care subsidy plans: the Every Kid Counts (EKC) Act.	3/6/2018- A. THIRD READING 3/6/2018-Read second time. Ordered to third reading.	<p>(1)The Child Care and Development Services Act has a purpose of providing a comprehensive, coordinated, and cost-effective system of child care and development services for children from infancy to 13 years of age and their parents, including a full range of supervision, health, and support services through full- and part-time programs. Existing law requires the Superintendent of Public Instruction to develop standards for the implementation of quality child care programs. Existing law authorizes the Counties of Alameda, Contra Costa, Fresno, Marin, Monterey, San Benito, San Diego, Santa Clara, Santa Cruz, Solano, and Sonoma, as individual pilot projects, to develop an individualized county child care subsidy plan, as provided. Existing law repeals each of these pilot programs on specified dates.This bill would repeal, recast, and revise the law relating to the above-specified counties' individualized subsidy plans and make related conforming changes, as provided. The bill would extend the operative dates of the individualized pilot programs by 6 months.(2)Existing law authorizes the City and County of San Francisco and the City of San Mateo to develop and implement individualized county child care subsidy plans that include specified elements. Existing law authorizes the plans to supersede state law concerning child care subsidy programs with regard to specified factors, including eligibility criteria, as provided.This bill would, among other things, make changes to the eligibility criteria and would allow the plans to supersede state law on ratios of 4-year-old children in state preschool programs.(3)This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Alameda, Contra Costa, Fresno, Marin, Monterey, San Benito, San Diego, Santa Clara, Santa Cruz, Solano, and Sonoma.(4)Existing law establishes the Every Kid Counts (EKC) Act, which requires the Scholarshare Investment Board to implement and administer a college savings program that incentivizes families to participate in a qualified tuition program established under the Golden State Scholarshare Trust Act or other college savings programs. Before implementing the program, existing law requires the board to make specified considerations, including how best to incentivize low-income families to participate in these college savings programs and whether and how proposed actions allow for rigorous evaluation of the effects of the EKC Act. Existing law requires the board and the Franchise Tax Board to exchange prescribed information in order to verify financial eligibility under these college savings programs.This bill would revise and recast the act to instead, among other things, require the Student Aid Commission to distribute grants to local governments and other entities that sponsor one or more comprehensive citywide or regional children's savings account programs to help families establish and maintain college savings accounts. The bill would make the amount of each grant \$100,000, at a minimum, and would require each participating entity to meet certain requirements in order to receive the grant.(5)Existing law, the Budget Act of 2017, appropriates \$3,000,000</p>		Floor Analysis (text 3/1/2018) Support Oppose

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SB 137 Allen D Transit districts: ordinances.	7/14/2017-A. 2 YEAR 7/14/2017- Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/1/2017)(May be acted upon Jan 2018)	Existing law imposes various requirements on transit districts relating to the passage of ordinances. This bill would, in addition to any other requirements, require a transit district to publish an ordinance on its Internet Web site, or the otherwise appropriate Internet Web site, within 15 days after the ordinance's passage and in a manner that is accessible and easily navigable. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Floor Analyses (text 4/27/2017) Support Oppose
SB 224 Jackson D Personal rights: sexual harassment.	1/22/2018-A. DESK 1/23/2018-In Assembly. Read first time. Held at Desk.	Existing law establishes liability for sexual harassment when the plaintiff proves specified elements, including, among other things, that there is a business, service, or professional relationship between the plaintiff and defendant. Existing law states that a relationship may exist between a plaintiff and certain persons, including an attorney, holder of a master's degree in social work, real estate agent, and real estate appraiser. This bill would include an investor, elected official, lobbyist, director, and producer among those listed persons who may be liable to a plaintiff for sexual harassment.		Floor Analyses (text 1/3/2018) Support Oppose

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SB 262 Wieckowski D Climate change: climate adaptation: advisory council.	7/14/2017-A. 2 YEAR 7/14/2017- Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/18/2017)(May be acted upon Jan 2018)	Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.		Floor Analyses (text 2/8/2017) Support Oppose

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

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SB 275 Portantino D Children, Adolescents, and Young Adults Alcohol and Drug Treatment and Recovery Program Act.	3/5/2018- A. RLS. 3/5/2018-Re- referred to Com. on RLS. pursuant to Assembly Rule 96.	Existing law consolidated within the State Department of Health Care Services all substance use disorder functions and programs from the former State Department of Alcohol and Drug Programs. The existing Adolescent Alcohol and Drug Treatment and Recovery Program Act of 1998, which authorized the department to establish community-based nonresidential and residential recovery programs to intervene and treat the problems of alcohol and other drug use among youth, became inoperative on July 1, 2013. This bill would repeal those inoperative provisions and would enact the Children, Adolescents, and Young Adults Alcohol and Drug Treatment and Recovery Program Act, with similar provisions to, in part, require the program to provide prevention, early intervention, and treatment services for children, adolescents, and young adults. The bill would require the department, in collaboration with counties and providers of alcohol and other behavioral health services, to report to the Legislature during budget hearings regarding the status of the implementation of the act, as specified. The provisions of the bill establishing this reporting requirement would become inoperative and be repealed on January 1, 2023.		Floor Analyses (text 2/9/2017) Support Oppose

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SB 389 Roth D Department of Transportation: transportation project delivery services.	9/1/2017-A. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018)	Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. Existing law provides that all money deposited in the account by local agencies or by others is continuously appropriated to the department and is available for expenditure by the department for the purposes for which the money was made available. This bill would authorize the department to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, as specified, including job mix formula verifications, material plant quality program inspections, and laboratory accreditations. The bill would authorize the department to adopt regulations to, among other things, specify the terms and conditions for performing these tasks and would require that the department's total estimated revenue from the fee schedule not exceed the department's estimated total cost for providing these services. The bill would require that the funds collected pursuant to these provisions be deposited in the State Highway Account in the State Transportation Fund. Because these funds would be continuously appropriated to the department, the bill would thereby make an appropriation.		Appropriations (text 7/17/2017) Support Oppose

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SB 414 Vidak R Transportation bonds: highway, street, and road projects.	2/23/2017-S. T. & H. 2/1/2018- Returned to Secretary of Senate pursuant to Joint Rule 62(a).	Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to cities and counties for transportation and local transit projects, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 5, 2018, statewide primary election. This bill contains other related provisions.		Transportation And Housing (text 1/3/2018) Support Citizens for California High-Speed Rail Accountability Community Coalition on High-Speed Rail DERAILED Howard Jarvis Taxpayers Association One individual Tos Farms Inc. Oppose California Labor Federation State Building and Construction Trades Council of California

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 421 Wiener D Sex offenders: registration: criminal offender record information systems.	9/1/2017-A. 2 YEAR 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018)	Existing law requires persons convicted of specified sex offenses and certain acts of human trafficking for purposes of committing various sex offenses or extortion, as specified, or attempts to commit those offenses, to register with local law enforcement agencies while residing in the state or while attending school or working in the state. Willful failure to register, as required, is a misdemeanor, or a felony, depending on the underlying offense. This bill would, commencing January 1, 2021, instead establish 3 tiers of registration based on specified criteria, for periods of at least 10 years, at least 20 years, and life, respectively, for a conviction of specified sex offenses, and 5 years and 10 years for tiers one and two, respectively, for an adjudication as a ward of the juvenile court for specified sex offenses, as specified. The bill would allow the Department of Justice to place a person in a tier-to-be-determined category for a maximum period of 24 months if his or her appropriate tier designation cannot be immediately ascertained. The bill would establish procedures for termination from the sex offender registry for a registered sex offender who is a tier one or tier two offender and who completes his or her mandated minimum registration period under specified conditions. The bill would require the offender to file a petition at the expiration of his or her minimum registration period and would authorize the district attorney to request a hearing on the petition if the petitioner has not fulfilled the requirement of successful tier completion, as specified. The bill would establish procedures for a person required to register as a tier three offender based solely on his or her risk level to petition the court for termination from the registry after 20 years from release of custody, if certain criteria are met. The bill would also revise the criteria for exclusion from the Internet Web site. This bill contains other related provisions and other existing laws.		Appropriations (text 8/21/2017) Support Oppose

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SB 502 Portantino D Public rail systems: availability of automated external defibrillators.	9/11/2017- A. RLS. 9/11/2017-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.	(1)Existing law exempts from civil liability any person who, in good faith and not for compensation, renders emergency care or treatment by the use of an automated external defibrillator (AED) at the scene of an emergency, except in the case of personal injury or wrongful death that results from the gross negligence or willful or wanton misconduct of the person who renders emergency care or treatment. Existing law also exempts from civil liability a person or entity that acquires an AED for emergency use, a physician who is involved with the placement of the AED, and any person or entity responsible for the site where the AED is located if specified conditions are met, including maintenance and regular testing of the AED and having a written plan that describes the procedures to be followed in case of an emergency that may involve the use of the AED.This bill would require a public entity that operates a rail transit system or a commuter train system to ensure that each train has an automated external defibrillator (AED) as part of its safety equipment subject to specified requirements. The bill would exempt a public entity that acquires an AED for emergency care from liability for any civil damages resulting from any acts or omissions in the rendering of the emergency care by use of the AED if the public entity has complied with certain requirements.(2)By imposing new duties on local public officials, the bill would create 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.		Public Safety (text 3/29/2017) Support California Attorneys for Criminal Justice California School Employees Association National Association of Social Workers (NASW) Oppose None

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SB 699 Galgiani D Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011.	9/5/2017- A. RLS. 9/5/2017-Re- referred to Com. on RLS. pursuant to Assembly Rule 96.	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 of 2011 authorizes the Governor, until January 1, 2018, to certify projects that meet certain requirements, including the requirement that the project create high-wage, highly skilled jobs that pay prevailing wages and living wages, for streamlining benefits provided by that act. The act provides that if a lead agency fails to approve a project certified by the Governor before January 1, 2019, 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, 2019. This bill would extend the authority of the Governor to certify a project to January 1, 2020. 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, 2021. The bill would repeal the act on January 1, 2021. 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. 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.		Floor Analyses (text 5/26/2017) Support Oppose

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SB 760 Wiener D Bikeways: design guides.	1/29/2018- A. DESK 1/30/2018-In Assembly. Read first time. Held at Desk.	Existing law requires the Department of Transportation to establish minimum safety design criteria for the planning and construction of bikeways and uniform specifications and symbols for associated signs, markers, and traffic control devices. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established under these provisions, except that alternative minimum safety design criteria may be used under certain conditions. This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.		Floor Analyses (text 1/23/2018) Support Oppose

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SB 789 Bradford D California Environmental Quality Act: sports and entertainment project.	9/8/2017- A. NAT. RES. 9/12/2017-From committee with author's amendments. Read second time and amended. Re- referred to Com. on NAT. RES.	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes administrative procedures for the review and certification of the EIR for a project and judicial review procedures for any action or proceeding brought to challenge the lead agency's decision to certify the EIR or to grant project approvals. This bill would establish specified administrative and judicial review procedures for the administrative and judicial review of the EIR and approvals granted for a project related to the development of a specified sports and entertainment project in the City of Inglewood. Because the lead agency would be required to use these alternative procedures for administrative review of the EIR if the project applicant so chooses, this bill would impose a state-mandated local program. The bill would exempt from the requirements of CEQA a guideway project intended for development with the specified sports and entertainment project. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. The bill would specify that certain impacts shall not be considered as having significant environmental impacts if certain conditions are met. This bill contains other related provisions and other existing laws.		Natural Resources (text 9/1/2017) Support California Legislative Black Caucus California State Association of Electrical Workers California State Pipe Trades Council City of Inglewood Inglewood Police Management Association Inglewood Police Officers Association Painters & Allied Trades District Council 36 Three individuals Western States Council of Sheet Metal Workers Oppose Audubon California California Coastal Protection Network California League of Conservation Voters California Native Plant Society Center for Biological Diversity Clean Water Action Coalition for Clean Air Earthjustice East Yard Communities for Environmental Justice Friends of the Earth US Judicial Council of California MSG Forum, LLC Natural Resources Defense Council (NRDC) Planning and Conservation League Rodeway Inn & Suites Safe Routes to School National Partnership Sierra Club California Southern California Watershed Alliance Transform Trust for Public Lands Uplift Inglewood Coalition

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

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SB 893 Nguyen R Planning and zoning: density bonus.	1/24/2018-S. T. & H. 1/24/2018- Referred to Coms. on T. & H. and GOV. & F.	The Planning and Zoning Law requires, when a developer of housing proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. Existing law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets these criteria in excess of specified ratios. This prohibition applies only at the request of the developer and specifies that the developer may request additional parking incentives or concessions. This bill would delete these additional vehicular parking ratio provisions. This bill contains other related provisions and other existing laws.		

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SB 957 Lara D Vehicles: high-occupancy vehicle lanes.	2/8/2018-S. T. & H. 2/8/2018- Referred to Com. on T. & H.	Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Existing law also authorizes, until January 1, 2019, ultra-low emission vehicles (ULEVs), and until September 30, 2025, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first, super ultra-low emission vehicles (SULEVs), enhanced advanced technology partial zero-emission vehicles (enhanced AT PZEVs), or transitional zero-emission vehicles (TZEVs), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. Existing law makes it a crime to drive one of those vehicles in an HOV lane without properly displaying the issued identifier and having the vehicle registration with the vehicle, or to operate or own a vehicle displaying an identifier if the identifier was not issued for that vehicle. Existing law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Existing law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1 of the 4th year after the year in which the identifier was issued if the applicant for the identifier has a household income at or below 80% of the statewide median income, or at or below a specified threshold designated as low income. The bill would also make a conforming change and technical, nonsubstantive changes.		

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SB 980 Cannella R High-occupancy vehicle lanes.	2/1/2018-S. RLS. 2/14/2018- Referred to Com. on RLS.	Under existing law, the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, may authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified, and are required to place and maintain signs and other traffic control devices to designate those exclusive or preferential lanes, the applicable vehicle occupancy levels, and the hours of high-occupancy vehicle use, as specified. This bill would make technical, nonsubstantive changes to those provisions.		
SB 1000 Lara D Charging stations: zero-emission vehicles.	2/5/2018-S. RLS. 2/14/2018- Referred to Com. on RLS.	Existing law provides that it is the policy of the state to promote and encourage the use of electric vehicle charging stations and to limit obstacles to their use. This bill would state the intent of the Legislature to enact legislation to promote neutrality and interoperability in charging stations and zero-emission vehicles.		
SB 1119 Newman D Low Carbon Transit Operations Program.	2/22/2018-S. T. & H. 2/22/2018- Referred to Coms. on T. & H. and EQ.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by the Department of Transportation, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases. This bill contains other existing laws.		

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SB 1172 Beall D High-Speed Rail Authority.	2/22/2018-S. T. & H. 2/22/2018- Referred to Com. on T. & H.	Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's Internet Web site.		
SB 1209 Leyva D California Global Warming Solutions Act of 2006: rules and regulations.	2/15/2018-S. RLS. 3/1/2018- Referred to Com. on RLS.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would make a technical, nonsubstantive change to these provisions.		

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SB 1262 Newman D Construction Manager/General Contractor project delivery method: Department of Transportation.	3/1/2018-S. T. & H. 3/1/2018- Referred to Com. on T. & H.	Existing law authorizes the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method (CM/GC method), as specified, for projects for the construction of a highway, bridge, or tunnel. Existing law authorizes the department to use the CM/GC method on up to 12 projects, 10 of which are required to have construction costs greater than \$10,000,000. Existing law also authorizes the department to enter into a contract using this method on 12 additional projects, 2 of which are required to be authorized for projects in the County of Riverside, as prescribed. This bill would remove the cap on the number of projects for which the department is authorized to use the CM/GC method, eliminate the minimum construction costs limitation, and make conforming changes to existing provisions. The bill would delete the requirements to use department employees or consultants to perform specified services. The bill would delete the existing report requirements. This bill contains other related provisions and other existing laws.		
SB 1328 Beall D Mileage-based road usage fee.	3/1/2018-S. T. & H. 3/1/2018- Referred to Com. on T. & H.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system.		

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SB 1342 Cannella R Autonomous vehicles.	2/16/2018- S. RLS. 3/1/2018- Referred to Com. on RLS.	Existing law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Existing law defines “autonomous technology” and “autonomous vehicle” for those purposes. This bill would make technical, nonsubstantive changes to those provisions		
SB 1376 Hill D Transportation network companies: accessibility plans.	2/16/2018- S. RLS. 3/8/2018- Referred to Com. on RLS.	The Passenger Charter-party Carriers’ Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. The act also defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company’s online-enabled application or platform to connect with passengers. This bill would express the intent of the Legislature that every transportation network company ensure that it provides full and equal access to all persons with disabilities. This bill contains other existing laws.		
SB 1387 Beall D Peninsula Rail Transit District.	3/8/2018-S. T. & H. 3/8/2018- Referred to Com. on T. & H.	Existing law, operative under certain conditions, redesignates the Peninsula Corridor Study Joint Powers Board as the Peninsula Rail Transit District, comprised of 9 members appointed from various governing bodies situated in the City and County of San Francisco and the Counties of San Mateo and Santa Clara, with specified powers. This bill would repeal the provisions relating to the Peninsula Rail Transit District.		

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SB 1427 Hill D High-occupancy vehicle and high-occupancy toll lanes.	2/16/2018- S. RLS. 3/8/2018- Referred to Com. on RLS.	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for high-occupancy vehicles. Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law also authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles, to use HOV lanes, regardless of vehicle occupancy, until January 1, 2019, or as otherwise specified. This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements.		

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SB 1434 Leyva D Energy: electricity rate structures.	2/16/2018- S. RLS. 3/8/2018- Referred to Com. on RLS.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires the commission, in cooperation with the State Energy Resources Conservation and Development Commission, the State Air Resources Board, air quality management districts and air pollution control districts, electrical and gas corporations, and the motor 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. The commission is required to ensure that its policies authorizing utilities to develop equipment and infrastructure needed for electric-powered and natural gas-fueled low-emission vehicles ensure that the costs and expenses of those programs are not passed through to electric or gas ratepayers unless the commission finds and determines that those programs are in the ratepayers' interest. This bill would declare the intent of the Legislature to enact legislation relating to electricity rate structures that would encourage the adoption of alternative fuel medium- and heavy-duty zero-emission vehicles.		
SB 1463 Moorlach R Emissions of greenhouse gases: California Global Warming Solutions Act of 2006.	2/16/2018- S. RLS. 3/8/2018- Referred to Com. on RLS.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would make a nonsubstantive change to these provisions.		

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

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SB 1487 Stern D Electrical corporations: transportation electrification programs and investments.	2/16/2018- S. RLS. 3/8/2018- Referred to Com. on RLS.	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. This bill would make a nonsubstantive revision to legislative findings and declarations that accompany these requirements of the Clean Energy and Pollution Reduction Act of 2015.		

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

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

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

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

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<p>S. 1885</p> <p>U.S. Senator John Thune (R-South Dakota)</p>	<p>AV START Act The American Vision for Safer Transportation Through Advancement of Revolutionary Technologies (AV START) Act To support the development of highly automated vehicle safety technologies, and for other purposes. The legislation outlines provisions related to: safety oversight, federal state and local rules, using provisions from HR 3388, deployment, rulemaking, cyber security, data sharing and vehicle safety standards, consumer education and ADA considerations. Directs additional research and coordination with state and local governments on traffic safety and law enforcement. Creates requirements for manufacturers to ensure that all self-driving vehicles account for state and local traffic laws.</p>	<p>Senate - 11/28/2017 Placed on Senate Legislative Calendar under General Orders. Calendar No. 268</p>
<p>Continuing Resolution for FY 2018</p>	<p>The Continuing Resolution bill was an agreement to set funding levels for Fiscal Year 2018 and Fiscal Year 2019 - which will allow Appropriations Committee staff to complete their budget process by applying the new spending figures. The deal resulted in a large increase to non-defense spending over the next two federal fiscal years. The increase for Fiscal Year 2018 is \$63 billion and for Fiscal Year 2019 is \$68 billion. This provides roughly 10% more funding for federal transportation funding. Also included in the package is a "tax-extendors" deal that includes a retroactive alternative fuel tax benefit for properties and vehicles for 2017. The alternative fuels tax benefit expired in 2016 - which is why Congress had to retroactively approve it for last year. This item (worth approximately \$18 million to our agency) is a Board-approved federal priority and will remain a priority as Congress will again need to approve the tax benefit for the current year. Metro will continue working with the Los Angeles County Congressional delegation to strongly support funding for our agency's Board-approved federal priorities.</p>	<p>2/9/18 House and Senate approves Continuing Resolution to fund the Federal Government at Fiscal Year 2017 levels through March 23, 2018.</p> <p>The President then signed the bill shortly after Congress held the vote.</p>

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