

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
SEPTEMBER 2019
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 5 Gonzalez D Worker status: employees and independent contractors.	8/30/2019- S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 5. Noes 2.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law, as established in the case of Dynamex Operations West, Inc. v. Superior Court of Los Angeles (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to establish that a worker is an independent contractor for those purposes. This bill would state the intent of the Legislature to codify the decision in the Dynamex case and clarify its application. The bill would provide that for purposes of the provisions of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission, a person providing labor or services for remuneration shall be considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation or business. The bill, notwithstanding this provision, would provide that any statutory exception from employment status or any extension of employer status or liability remains in effect, and that if a court rules that the 3-part test cannot be applied, then the determination of employee or independent contractor status shall be governed by the test adopted in S. G. Borello & Sons, Inc. v. Department of Industrial Relations (1989) 48 Cal.3d 341 (Borello). The bill would exempt specified occupations from the application of Dynamex, and would instead provide that these occupations are governed by Borello. These exempt occupations would include, among others, licensed insurance agents, certain licensed health care professionals, registered securities broker-dealers or investment advisers, direct sales salespersons, real estate licensees, commercial fishermen, workers providing licensed barber or cosmetology services, and others performing work under a contract for professional services, with another business entity, or pursuant to a subcontract in the construction industry. This bill contains other related provisions and other existing laws.		Appropriations (text 7/11/2019) Support Oppose
AB 8	6/12/2019-	(1)Existing law requires the governing board of a school district to give diligent care to the health and physical development of pupils and authorizes the governing board		Education (text 5/16/2019)

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Chu D Pupil health: mental health professionals.	S. HEALTH 7/8/2019-In committee: Hearing postponed by committee.	of a school district to employ properly certified persons for the work. Existing law requires a school of a school district or county office of education and a charter school to notify pupils and parents or guardians of pupils no less than twice during the school year on how to initiate access to available pupil mental health services on campus or in the community, or both, as provided. Existing law requires, subject to sufficient funds being provided, the State Department of Education, in consultation with the State Department of Health Care Services and appropriate stakeholders, to, on or before July 1, 2020, develop guidelines for the use of telehealth technology in public schools, including charter schools, to provide mental health and behavioral health services to pupils on school campuses. This bill would require, on or before December 31, 2024, a school of a school district or county office of education and a charter school to have at least one mental health professional, as defined, for every 600 pupils generally accessible to pupils on campus during school hours. The bill would require, on or before December 31, 2024, a school of a school district or county office of education and a charter school with fewer than 600 pupils to have at least one mental health professional generally accessible to pupils on campus during school hours, to employ at least one mental health professional to serve multiple schools, or to enter into a memorandum of understanding with a county agency or community-based organization for at least one mental health professional employed by the agency or organization to provide services to pupils. The bill would encourage a school subject to the bill's provisions with pupils who are eligible to receive Medi-Cal benefits to seek reimbursement for costs of implementing the bill's provisions, as specified. By imposing additional requirements on local educational agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Support Association of California School Administrators California Association for Health, Physical Education, Recreation and Dance California Federation of Teachers California State PTA Mental Health America of California Oppose None

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AB 10 Chiu D Income taxes: credits low- income housing: farmworker housing.	8/26/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	(1)Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee(CTCAC) provides procedures and requirements for the allocation, in modified conformity with federal law, of state insurance, personal income, and corporation tax credit amounts to qualified low-income housing projects that have been allocated, or qualify for, a federal low-income housing tax credit, and farmworker housing. Existing law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.This bill contains other related provisions.		Appropriations (text 8/12/2019) Support Oppose

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AB 11 Chiu D Community Redevelopment Law of 2019.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/25/2019)(May be acted upon Jan 2020)	(1)The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided.This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council’s approval. The bill would require the council to establish a program to provide technical assistance to a city or county desiring to form an agency pursuant to these provisions.This bill contains other related provisions and other existing laws.		Local Government (text 4/11/2019) Support Alameda County Transportation Commission Bay Area Housing Advocacy Coalition California Apartment Association California Association of Realtors LeadingAge California San Francisco Housing Action Coalition Oppose California Teachers Association Fieldstead And Company, Inc. Howard Jarvis Taxpayers Association Institute for Justice Pacific Legal Foundation

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AB 23 Burke D Governor's Office of Business and Economic Development: Business Workforce Coordination Unit.	8/30/2019-S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law establishes the Governor's Office of Business and Economic Development, also known as GO-Biz, to serve as the Governor's lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. The office, among other things, makes recommendations to the Governor and the Legislature regarding policies, programs, and actions to advance statewide economic and business development goals. This bill would establish the Business Workforce Coordination Unit in the Governor's Office of Business and Economic Development to engage industry and business on alignment of career technical education courses, workforce training programs, and preapprenticeship and apprenticeship programs with regional and local labor market demand, as specified.		Appropriations (text 4/29/2019) Support Oppose

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AB 25 Chau D California Consumer Privacy Act of 2018.	8/13/2019- S. THIRD READING 8/13/2019-Read second time. Ordered to third reading.	(1)Existing law, the California Consumer Privacy Act of 2018, beginning January 1, 2020, grants consumers various rights with regard to their personal information held by businesses, including the right to request a business to disclose specific pieces of personal information it has collected and to have information held by that business deleted, as specified. The act requires a business to disclose and deliver the required information to a consumer free of charge within 45 days of receiving a verifiable consumer request from the consumer. The act prohibits a business from requiring a consumer to create an account with the business in order to make a verifiable consumer request. This bill would provide an exception to that prohibition by authorizing a business to require authentication of the consumer that is reasonable in light of the nature of the personal information requested in order to make a verifiable consumer request. However, the bill would authorize a business to require a consumer to submit a verifiable consumer request through an account that the consumer maintains with the business if the consumer maintains an account with that business. This bill contains other related provisions and other existing laws.		Floor Analyses (text 7/11/2019) Support Oppose
AB 29 Holden D State Highway Route 710.	8/19/2019- S. APPR. SUSPENSE FILE 8/30/2019-VOTE: Do pass as amended (PASS)	Existing law vests the Department of Transportation with full possession and control of all state highways and associated property. Existing law designates and describes state highway routes, and also describes the state highway routes in the California freeway and expressway system, including all of Route 710 in the County of Los Angeles. This bill would remove the portion of Route 710 located north of Route 10 from the California freeway and expressway system.	Support	Appropriations (text 8/13/2019) Support Oppose

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AB 33 Bonta D State public retirement systems: divestiture from private prison companies.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 1/17/2019)(May be acted upon Jan 2020)	The California Constitution provides that the Legislature may, by statute, prohibit retirement board investments if it is in the public interest to do so and providing that the prohibition satisfies specified fiduciary standards. This bill would prohibit the boards of the Public Employees' Retirement System and the State Teachers' Retirement System from making new investments or renewing existing investments of public employee retirement funds in a private prison company, as defined. This bill would require the boards to liquidate investments in private prison companies on or before July 1, 2020, and would require the boards, in making a determination to liquidate investments, to constructively engage with private prison companies to establish whether the companies are transitioning their business models to another industry. The bill would provide that it does not require a board to take any action unless the board determines in good faith that the action is consistent with the board's fiduciary responsibilities established in the constitution. The bill would provide that board members and other officers and employees shall be held harmless and be eligible for indemnification in connection with actions taken pursuant to the bill's requirements, as specified. The bill would make related legislative findings and declarations. This bill contains other existing laws.		

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AB 39 Muratsuchi D Education finance: local control funding formula: aspirational funding level: reports.	8/30/2019- S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (August 30). Read second time and amended. Ordered returned to second reading.	(1)Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. Existing law requires funding pursuant to the local control funding formula to include, in addition to a base grant, supplemental and concentration grant add-ons that are based on the percentage of pupils who are English learners, foster youth, or eligible for free or reduced-price meals, as specified, served by the county superintendent of schools, school district, or charter school. Existing law specifies the amount of the base grant in the 2013–14 fiscal year, as provided, and requires that amount to be adjusted for changes in cost of living in subsequent fiscal years. Existing law requires the Superintendent of Public Instruction to compute the supplemental and concentration grant add-ons as certain percentages of the amount of the base grant. This bill would express the intent of the Legislature to increase the base grants to amounts equal to the national average per-pupil funding level, as provided. The bill would express the intent of the Legislature to apply a cost-of-living adjustment separate from, in addition to, and above the specified cost-of-living adjustment described above for purposes of certain funding provisions. This bill contains other existing laws.		Appropriations (text 5/8/2019) Support Oppose

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AB 40 Ting D Zero-emission vehicles: comprehensive strategy.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/24/2019)(May be acted upon Jan 2020)	Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law required the state board to develop and adopt regulations that achieve the maximum feasible reduction of greenhouse gases emitted by passenger vehicles, light-duty trucks, and any other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. This bill, no later than January 1, 2021, would require the state board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles, as defined, by 2040, as specified.		
AB 47 Daly D Driver records: points: distracted driving.	8/27/2019-A. CONCURRENCE 8/27/2019-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 29 pursuant to Assembly Rule 77.	Existing law prohibits a person from driving a motor vehicle while using a wireless telephone unless that telephone is specifically designed and configured to allow hands-free listening and talking, and is used in that manner while driving. Existing law also prohibits a person from driving while holding and operating a handheld wireless telephone or an electronic wireless communications device unless the telephone or device is specifically designed and configured to allow voice-operated and hands-free operation, and is used in that manner while driving. A person who is 18 years of age or younger is prohibited from driving while using a wireless telephone or an electronic wireless communications device, even if equipped with a hands-free device. This bill would instead make only those electronic device violations that occur within 36 months, beginning July 1, 2021, of a prior conviction for the same offense subject to a violation point against the driver's record. This bill contains other existing laws.		Floor Analysis (text 8/20/2019) Support Oppose

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AB 51 Gonzalez D Employment discrimination: enforcement.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 5. Noes 2.) (August 30). Read second time. Ordered to third reading.	Existing law imposes various restrictions on employers with respect to contracts and applications for employment. A violation of those restrictions is a misdemeanor. This bill would prohibit a person from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment as a condition of employment, continued employment, or the receipt of any employment-related benefit. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Floor Analyses (text 3/26/2019) Support Oppose
AB 56 Garcia, Eduardo D Electricity: procurement by the California	8/28/2019-S. E. U., & C. 8/28/2019-Action From E. U., & C.: Reconsideration granted.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires the commission to establish a renewables portfolio standard requiring all retail sellers, defined as including electrical corporations, electric service providers, and community choice aggregators, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. Existing law		Energy, Utilities And Communications (text 7/3/2019) Support California Biomass Energy Alliance San Diego Gas and Electric TURN - The Utility Reform Network Oppose 30 Individuals 350 Bay Area Action 350 Riverside

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Alternative Energy and Advanced Transportation Financing Authority.		establishes a policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. Existing law requires the commission, in consultation with the Independent System Operator, to establish resource adequacy requirements for all load-serving entities, as defined, and requires each load-serving entity to maintain physical generating capacity and electrical demand response adequate to meet its load requirements, including peak demand and planning and operating reserves, deliverable to locations and at times as may be necessary to provide reliable electric service. This bill would require the commission to empower the California Alternative Energy and Advanced Transportation Financing Authority to undertake backstop procurement of electricity that would otherwise be performed by an electrical corporation to meet the state resource adequacy, integrated resource planning, and renewable portfolio standard goals not satisfied by retail sellers or load-serving entities. The bill would authorize the authority to undertake backstop procurement consistent with specified objectives and to manage the resale of electricity for its contracted resources. The bill would require the commission to periodically review the need for, and the benefits of, continuing to empower the authority to undertake backstop procurement responsibilities. The bill would provide for the reduction in procurement compliance obligations for load-serving entities and retail sellers for the electricity procured by the authority. The bill would require the authority to develop and submit annual revenue requirements for review, modification, and approval by the commission to recover specified costs, would provide that the authority is entitled to recover revenue requirements approved by the commission for costs incurred on behalf of retail customers of a load-serving entity or retail seller, and would provide that those costs are a direct obligation of the retail end-use customers of load-serving entities or retail sellers or a direct obligation of the load-serving entity or retail seller on whose behalf the procurement was undertaken. The bill would require the commission to approve a method for recovering revenue requirements from retail end-use customers of load-serving entities or retail sellers or from load-serving entities or retail sellers themselves, as specified. This bill contains other related provisions and other existing laws.		350 South Bay Los Angeles Benicians for a Safe & Healthy Community California Alliance for Community Energy California Community Choice Association California Farm Bureau Federation California Large Energy Consumers Association California Solar & Storage Association California Wind Energy Association Carbon Free Mountain View Center for Climate Protection City of Encinitas City of Monterey City of Moorpark City of Ojai City of San Diego City of West Hollywood Clean Energy Clean Power Alliance of Southern California County of Santa Clara East Bay Community Energy EDP Renewables Enel X Feminists in Action Good Neighbor Steering Committee of Benicia Hillcrest Indivisible-San Diego Indivisible Alta-Pasadena Indivisible California 33 Indivisible California 43 Indivisible California Green Team Indivisible Marin Indivisible San Francisco Indivisible South Bay – LA League of California Cities Marin Conservation League Marin County Board of Supervisors Oxnard Peninsula Clean Energy Authority Pico Rivera Innovative Municipal Energy

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AB 64 Fong R State project audits.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was A. & A.R. on 4/4/2019)(May be acted upon Jan 2020)	Existing law creates in state government the California State Auditor’s Office under the direction of the Milton Marks “Little Hoover” Commission on California State Government Organization and Economy. Existing law requires the California State Auditor to examine and report annually upon the financial statements prepared by the executive branch of the state and to perform other related assignments that are mandated by statute. Under existing law, a contract involving the expenditure of state funds in excess of \$10,000 entered into by a state agency, board, commission, or department is subject to examination and audit by the California State Auditor, upon request by the public entity or as part of an audit of the public entity, for 3 years after final payment under the contract. This bill would require the California State Auditor to examine and audit a state contract involving the expenditure of public funds in excess of \$500,000,000 entered into by a state agency, board, commission, or department within one year of the date of final payment under the contract. The bill would make other nonsubstantive changes.		
AB 87 Committee on Budget Transportation.	6/26/2019-S. BUDGET & F.R. 6/26/2019-Re-referred to Com. on B. & F.R.	(1)The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF), created by the bond act. The bond act makes the moneys in the TCIF available, upon appropriation in the annual Budget Act by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight		Floor Analyses (text 6/11/2019) Support Oppose

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		<p>movement, as determined by the commission. Existing law designates the commission as the administrative agency responsible for programming funds in the TCIF and authorizes the commission to adopt guidelines for the TCIF program. This bill would require the commission to establish a competitive funding program to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select projects for programming and allocation. The bill would appropriate \$7,200,000, or a lesser amount, as specified, from the Trade Corridors Improvement Fund to the Department of Transportation for purposes of the program. (2) Existing law creates the Independent Office of Audits and Investigations within the Department of Transportation, headed by a director known as the Inspector General, to ensure, among other things, that the department, and external entities that receive state and federal transportation funds from the department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and federal requirements. Existing law vests the Inspector General with the full authority for maintaining a full scope, independent, and objective audit and investigation program, as prescribed. Existing law requires the Inspector General to review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds administered by the department in consultation with all affected units and programs of the department and external entities. This bill would provide the Independent Office of Audits and Investigations with access and authority to examine all records, files,</p>		

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		<p>documents, accounts, reports, correspondence, or other property of the department and external entities that receive state and federal transportation funds from the department. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act but would prohibit the Inspector General from releasing certain types of records to the public, except under certain circumstances. The bill would also make it a crime to engage in specified activity with regard to an audit, evaluation, investigation, or review conducted pursuant to these provisions, including manipulating, correcting, altering, or changing records, documents, accounts, reports, or correspondence before or during any audit, and distributing, reproducing, releasing, or failing to safeguard confidential draft documents exchanged between the Inspector General and the entity subject to the audit, before the release of the Inspector General’s final report, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program.(3)Existing law identifies the total amount of specified loans from the General Fund to the Traffic Congestion Relief Fund, and requires those loan amounts to be repaid from the General Fund pursuant to Section 20 of Article XVI of the California Constitution.This bill would require a specified portion of those loan amounts to be repaid from the General Fund, but not pursuant to that provision of the California Constitution.(4)Existing law authorizes the California Transportation Commission to allocate federal and state transportation funds to the Department of Transportation to operate and manage the Transportation Finance Bank, pursuant to which loans are made for transportation projects that have a dedicated revenue source and are eligible under a federal program. Existing law creates the Local Transportation Loan Account in the State Highway Account in the State</p>		

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		<p>Transportation Fund for the management of funds for loans to local entities under these provisions. Existing law requires specified funds, interest, and penalties to be deposited in the account and continuously appropriates moneys in the account to the department for purposes of making loans to eligible local entities. This bill would require all assets and liabilities of the Local Transportation Loan Account to become assets and liabilities of the State Highway Account before January 1, 2020. The bill would repeal all of the provisions relating to the account and the Transportation Finance Bank on January 1, 2020. (5) Article XIX?B of the California Constitution, as amended by Proposition 1A, approved by the voters at the November 7, 2006, statewide general election, requires full payment by June 30, 2016, of the amount that would have been transferred to the Transportation Investment Fund in the absence of a suspension of transfer of revenues that occurred in the 2003–04 and 2004–05 fiscal years, and until that has occurred, requires the amount of transfer payments in each fiscal year to be at least 1 /10 of the outstanding amount. Existing statutory law requires the minimum amount required by the California Constitution, plus interest, to be transferred by the Controller in each fiscal year until June 30, 2016, to the Transportation Deferred Investment Fund for allocation to transportation purposes that would have been funded in the absence of a suspension. Under existing law, the Transportation Deferred Investment Fund is considered part of the Transportation Investment Fund, except as specified. This bill would require all assets and liabilities of the Transportation Deferred Investment Fund to become assets and liabilities of the State Highway Account before January 1, 2020. (6) Existing law authorizes the Department of Motor Vehicles, in conjunction with the California Highway Patrol, to design and make available for issuance the California memorial</p>		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>license plate. Existing law requires 85% of the revenue from specified fees imposed in connection with the issuance, renewal, transfer, and substitution of California memorial license plates to be deposited in the Antiterrorism Fund within the General Fund, and requires the money in the fund, upon appropriation by the Legislature, to be allocated solely for antiterrorism activities, as provided. Existing law requires 15% of the revenue from those fees to be deposited in the California Memorial Scholarship Fund within the General Fund, and requires the money in that fund, upon appropriation by the Legislature, to be available for scholarships for surviving dependents of California residents killed as a result of injuries sustained during the terrorist attacks of September 11, 2001. This bill would instead require that all of the revenue from those fees be deposited in the Antiterrorism Fund. (7) Existing law imposes weight fees on the registration of commercial motor vehicles. Existing law requires revenues from weight fees, after administrative expenses, to be deposited into the State Highway Account. Existing law transfers weight fee revenues from the State Highway Account to the Transportation Debt Service Fund for the purpose of servicing specified transportation bond debt. Existing law requires weight fee revenue in excess of the amount necessary to offset current fiscal year transportation bond debt service to be loaned to the General Fund. Existing law authorizes the Director of Finance to repay any portion of the balance of the loan in any year in which the director determines that the funds are needed to reimburse the General Fund for current year transportation bond debt service, as specified. This bill would authorize the director to also repay any portion of the balance of the loan in any year in which the director determines that the funds are needed to reimburse the General Fund for future year transportation bond debt service. (8) Existing constitutional</p>		

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		provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.This bill would make legislative findings to that effect.(9)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that no reimbursement is required by this act for a specified reason.(10)This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.		
AB 139 Quirk-Silva D Emergency and Transitional Housing Act of 2019.	8/30/2019-S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (August 30). Read second time and amended. Ordered returned to second reading.	(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires the housing element to contain specified information and analysis, including an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs, including the identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. Existing law authorizes a local government to impose only those development and management standards that apply to residential or commercial development within the same zone, however, a local government may impose specified objective standards, including standards for off-street parking based on demonstrated need, as specified.This bill would instead authorize a local government to apply a written objective standard that provides sufficient parking to accommodate the staff working in the emergency shelter, except as provided.This bill contains other related provisions and other existing laws.		Appropriations (text 7/5/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 145 Frazier D High-Speed Rail Authority: Senate confirmation.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 1/24/2019)(May be acted upon Jan 2020)	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 148 Quirk-Silva D Regional transportation plans: sustainable communities strategies.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/24/2019)(May be acted upon Jan 2020)	Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Existing law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Existing law requires the sustainable communities strategy to, among other things, identify areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified. Existing law requires the State Air Resources Board, on or before September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Existing law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every 4 or 5 years, as specified. This bill would require each sustainable communities strategy to also identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified. For the 5th and each subsequent update to the sustainable communities strategy, the bill would require the metropolitan planning organization to, among other things, (1) identify the region's progress in the development of housing and emergency shelters in the areas within the region that were identified, in the prior sustainable communities strategy, as sufficient to house the 8-year projection of the region's regional housing and emergency shelter needs, and (2) determine whether the development will successfully meet the 8-year projection. By imposing new requirements on local agencies, the bill would impose a state-mandated local program. The bill would require the state board's report, as described above, to include data-supported metrics that identify housing and emergency shelter developments related to the 8-year projection of the regional housing and emergency shelter needs that was assumed in the prior sustainable communities strategy, and the physical location of housing and emergency shelters identified in the most recently submitted sustainable communities strategy update. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 176 Cervantes D California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.	8/22/2019- S. INACTIVE FILE 8/22/2019- Ordered to inactive file at the request of Senator Roth.	The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance in the form of a sales and use tax exclusion for projects, as defined, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. The act requires the authority to evaluate a project application based on specified criteria, including, among others, the extent to which the project will create new, permanent jobs in the state. This bill instead would require the authority to evaluate a project application for the extent to which the project will create new, or result in the loss of, permanent, full-time jobs in the state, as specified. This bill contains other related provisions.		Floor Analyses (text 6/12/2019) Support Oppose
AB 185 Grayson D California Transportation Commission: transportation and transportation- related policies: joint meetings.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 6. Noes 1.) (August 30). Read second time. Ordered to third reading.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would instead require the commission, the state board, and a representative from the Department of Housing and Community Development to hold those joint meetings to coordinate their implementation of policies that jointly affect transportation, housing, and air quality.		Floor Analyses (text 6/24/2019) Support Oppose

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AB 196 Gonzalez D Paid family leave.	7/10/2019-S. 2 YEAR 7/10/2019-Failed Deadline pursuant to Rule 61(a)(10). (Last location was L., P.E. & R. on 6/6/2019)(May be acted upon Jan 2020)	Existing unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. This bill would revise the formula for determining benefits available pursuant to the family temporary disability insurance program, for periods of disability commencing after January 1, 2020, by redefining the weekly benefit amount to be equal to 100% of the wages paid to an individual for employment by employers during the quarter of the individual's disability base period in which these wages were highest, divided by 13, but not exceeding the maximum workers' compensation temporary disability indemnity weekly benefit amount established by the Department of Industrial Relations. This bill contains other existing laws.		Floor Analysis (text 3/26/2019) Support Oppose
AB 226 Mathis R Registration renewal fees: exemptions.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/4/2019)(May be acted upon Jan 2020)	Existing law authorizes the Department of Motor Vehicles to renew the registration of a vehicle upon the payment of the proper fees. Existing law requires the department to notify the registered owner of each vehicle, except as specified, of the date that the registration renewal fees for the vehicle are due. Existing law generally exempts vehicles that are owned by certain persons, including disabled veterans, former American prisoners of war, and recipients of the Congressional Medal of Honor, from fees imposed under the Vehicle Code, except as specified. This bill would also exempt those vehicles from any other fees that are assessed as part of the registration renewal fee, as stated in the registration renewal notice mailed by the department.		

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AB 249 Choi R Public employers: employee organizations.	6/4/2019-A. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 2/7/2019)(May be acted upon Jan 2020)	Existing law prohibits the state and specified local public employers from deterring or discouraging public employees and applicants to be public employees from becoming or remaining members of an employee organization, authorizing representation by an employee organization, or authorizing dues or fee deductions to an employee organization. Existing law grants the Public Employment Relations Board jurisdiction over violations of these provisions, except as specified. This bill would prohibit a public employer from deterring or discouraging a public employee or an applicant to be a public employee from opting out of becoming or remaining a member of an employee organization. The bill would prohibit a public employer from taking adverse action against a public employee or applicant to be a public employee who opts out of becoming or remaining a member of an employee organization and would specify that adverse action includes reducing a public employee's current level of pay or benefits.		Public Employment And Retirement (text 1/22/2019) Support None Oppose American Federation of State, County and Municipal Employees California Federation of Teachers California Labor Federation California Nurses Association California Professional Firefighters Association California School Employees Association Los Angeles County Professional Peace Officers Association Organization of SMUD Employees (OSE) San Diego County Court Employees Association Service Employees International Union, California Service Employees International Union, Local 1000 (SEIU Local 1000) United Domestic Workers of America, AFSCME Local 3930, AFL-CIO United Public Employees

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AB 281 Frazier D Transmission and distribution lines: undergrounding and fire hardening.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 4/22/2019)(May be acted upon Jan 2020)	Under existing law, the Public Utilities Commission has jurisdiction over public utilities, including electrical corporations. Under its existing authority, the commission requires electrical corporations to implement the California Overhead Conversion Program to provide financial assistance to local governments to facilitate projects that are in the public interest and that remove overhead infrastructure, replacing it with infrastructure in underground trenches. This bill would require the commission to require electrical corporations to develop and administer programs to replace overhead electric facilities along public streets and roads, and on other public or private properties in high fire threat districts, as determined by the commission, with underground electric facilities. This bill contains other existing laws.		

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AB 285 Friedman D California Transportation Plan.	8/30/2019- S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 5. Noes 2.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the first update to the plan by December 31, 2015, and to update the plan every 5 years thereafter. Existing law requires the plan to consider various subject areas for the movement of people and freight, including environmental protection and quality of life. Existing law also requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050, and to identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. This bill would require the department to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and how the plan is consistent with, and supports attaining, all state ambient air quality standards and national ambient air quality standards in all areas of the state as described in California's state implementation plans required by the federal Clean Air Act. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require the department to include a forecast of the impacts of advanced and emerging technologies over a 20-year horizon on infrastructure, access, and transportation systems and a review of the progress made implementing past California Transportation Plans. The bill would require the Strategic Growth Council to complete a report by January 31, 2022, that contains certain information with regard to the California Transportation Plan and other specified programs and planning requirements. The bill would add environmental justice to the subject areas that the plan is required to consider for the movement of people and freight.		Appropriations (text 6/24/2019) Support Oppose

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AB 287 Voepel R Public employees' retirement: annual audits.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 2/7/2019)(May be acted upon Jan 2020)	Existing law creates state and local public pension and retirement systems that provide pension benefits based on age at retirement, service credit, and final compensation. Existing law requires each state and local public pension or retirement system, on and after the 90th day following the completion of the annual audit of the system, to provide a concise annual report on the investments and earnings of the system, as specified, to any member who makes a request and pays a fee, if required, for the costs incurred in preparation and dissemination of that report. This bill would also require each state and local pension or retirement system to post a concise annual audit of the information described above on that system's internet website no later than the 90th day following the audit's completion. By imposing new duties on local retirement systems, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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AB 289 Fong R California Public Records Act Ombudsperson.	6/19/2019-S. JUD. 7/2/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.	The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people’s business is a fundamental and necessary right of every person in this state. This bill would establish, within the California State Auditor’s Office, the California Public Records Act Ombudsperson. The bill would require the California State Auditor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the ombudsperson to require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would authorize the ombudsperson to require any state agency determined to have improperly denied a request to reimburse the ombudsperson for its costs to investigate the request for review. The bill would require the ombudsperson to report to the Legislature, on or before January 1, 2021, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year. By expanding the duties of the California State Auditor’s Office, this bill would create an appropriation. This bill contains other existing laws.		Judiciary (text 4/24/2019) Support California Civil Liberties Advocacy Central Valley Business Federation Greater Bakersfield Chamber of Commerce Howard Jarvis Taxpayers Association Kern County Taxpayers Association League of Women Voters of California Oppose None

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AB 291 Chu D Local Emergency Preparedness and Hazard Mitigation Fund.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	The California Emergency Services Act creates within the office of the Governor the Office of Emergency Services, which is responsible for the state’s emergency and disaster response services, as specified. Existing federal law requires a state mitigation plan as a condition for disaster assistance and authorizes the Federal Emergency Management Agency to condition mitigation grant assistance upon state, local, and Indian tribal governments undertaking coordinated disaster mitigation planning and implementation measures. This bill would establish a Local Emergency Preparedness and Hazard Mitigation Fund to support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$500,000,000 to the fund. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2020, would require the committee to adopt guidelines identifying eligible uses of the funds by establishing an outline of standard activities for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community. The bill would require, upon appropriation by the Legislature, the Office of Emergency Services to receive \$1,000,000 annually and each county to receive \$500,000 annually for specified purposes. The bill would require the Office of Emergency Services to distribute funds to lead agencies, subject to certain requirements and restrictions, as specified. The bill would require lead agencies to further distribute those funds to local governments pursuant to a specified schedule for specified purposes, and impose various requirements on local governments that receive funds pursuant to these provisions. The bill would include related legislative findings. This bill contains other related provisions and other existing laws.		Appropriations (text 4/30/2019) Support Oppose

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AB 296 Cooley D Climate change: Climate Innovation Grant Program: voluntary tax contributions.	8/30/2019- S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 6. Noes 1.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law requires the State Energy Resources Conservation and Development Commission to develop and implement the Electric Program Investment Charge program for the purpose of awarding funds to projects that may lead to technological advancement and breakthroughs to overcome barriers that prevent the achievement of the state's statutory energy goals and that may result in a portfolio of projects that are strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. This bill would establish the Climate Innovation Grant Program, to be administered by the Strategic Growth Council or another entity identified by the council that it determines to have the appropriate skills necessary to successfully implement this program. The bill would establish the Climate Innovation Fund, a special fund, in the State Treasury and would continuously appropriate the moneys in the fund to the council for purposes of the program. Once the Climate Innovation Fund accrues \$2,000,000, the bill would require the council or the entity implementing the program to notify the Franchise Tax Board and would require the program to award grants for the development and research of new innovations and technologies that either reduce emissions of greenhouse gases or address impacts caused by climate change. The bill would repeal the program on January 1, 2031. This bill contains other related provisions and other existing laws.		Appropriations (text 7/11/2019) Support Oppose

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AB 297 Gallagher R Emergency average daily attendance.	4/10/2019- A. APPR. SUSPENSE FILE 5/16/2019-In committee: Held under submission.	Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. Existing law provides that if the average daily attendance of a school district, county office of education, or charter school has been materially decreased during a fiscal year because of specified emergencies, that fact shall be established to the satisfaction of the Superintendent of Public Instruction by affidavits of the members of the governing board or body of the school district, county office of education, or charter school and the county superintendent of schools. If a state of emergency is declared by the Governor in a county that causes a decrease in the average daily attendance in the county for a school district, county office of education, or charter school, existing law requires the Superintendent to determine the length of the period during which average daily attendance has been reduced by the state of emergency, and provides that the period shall not extend into the next fiscal year following the declaration of the state of emergency, except upon a showing by the affected school district, county office of education, or charter school, to the satisfaction of the Superintendent, that extending the period into the next fiscal year is essential to alleviate continued reductions in average daily attendance attributable to the state of emergency. This bill would require the Superintendent to extend through the 2019–20 fiscal year the period during which it is essential to alleviate continued reductions in average daily attendance attributable to a state of emergency declared by the Governor in November 2018 for a school district where no less than 5% of the residences within the school district or school district facilities were destroyed by the qualifying emergency. The bill would require the Superintendent to extend through the 2020–21 fiscal year the period during which it is essential to alleviate continued reductions in average daily attendance attributable to a state of emergency declared by the Governor in November 2018 for a charter school where no less than 5% of the residences within the school district in which the charter school is located or a majority of charter school facilities were destroyed by the qualifying emergency. The bill would require an adjustment to the average daily attendance of a charter school that provides nonclassroom-based instruction, as defined, for the 2019–20 and 2020–21 fiscal years, in accordance with certain calculations. This bill contains other related provisions.		Appropriations (text 3/20/2019) Support Oppose

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AB 307 Reyes D Homeless youth: grant program.	8/12/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	Existing law establishes the Homeless Coordinating and Financing Council and requires the council to set and measure progress toward goals to prevent and end homelessness among youth in California by setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state and defining outcome measures and gathering data related to the goals. This bill would require the council to develop and administer a grant program to support young people experiencing homelessness and prevent and end homelessness. The program would be funded by a combination of funds provided to the council by the State Department of Health Care Services from the Youth Education, Prevention, Early Intervention and Treatment Account, funds appropriated by the Legislature, and gifts and donations made to the council for that purpose. This bill contains other related provisions.		Appropriations (text 5/16/2019) Support Oppose
AB 313 Frazier D Road Maintenance and Rehabilitation Account: University of California: California State University: reports.	5/23/2019-S. RLS. 5/29/2019- Referred to Com. on RLS.	Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.		Floor Analysis (text 3/5/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 314 Bonta D Public employment: labor relations: release time.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 5. Noes 2.) (August 30). Read second time. Ordered to third reading.	Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes other requirements relating to labor relations that are applicable to specified transit agencies. These acts grant specified public employees the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated		Floor Analyses (text 4/22/2019) Support Oppose

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		<p>representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others, and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board's jurisdiction.</p>		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 345 Muratsuchi D Oil and gas: operations: location restrictions.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May be acted upon Jan 2020)	Existing law authorizes the Division of Oil, Gas, and Geothermal Resources in the Department of Conservation to regulate the drilling, operation, maintenance, and abandonment of oil and gas wells in the state. Existing law requires the operator of a well to file a written notice of intention to commence drilling with, and prohibits any drilling until approval is given by, the State Oil and Gas Supervisor or district deputy. Existing law requires an operator proposing to perform a well stimulation treatment to apply to the supervisor or district deputy for a permit to perform the well stimulation treatment and imposes other requirements and conditions on the use of well stimulation treatments. Under existing law, a person who fails to comply with this and other requirements relating to the regulation of oil or gas operations is guilty of a misdemeanor. This bill would require, commencing January 1, 2020, all new oil and gas development or enhancement operation, as defined, that is not on federal land, to be located at least 2,500 feet from a residence, school, childcare facility, playground, hospital, or health clinic. The bill would authorize a city or county to require by ordinance that new oil and gas development or enhancement operation be located a larger distance away from a residence, school, childcare facility, playground, hospital, or health clinic than 2,500 feet. In the event that 2 or more cities and counties with jurisdiction over the same geographic area establish different health protection zone distances, the bill would require the larger health protection zone distance to apply. Because a violation of these provisions would be a crime, the bill would impose a state-mandated local program. The bill would authorize an operator of an oil or gas well or a production facility subject to these provisions to file a written request, containing specified information, with the division for a variance to reduce the health protection zone to the maximum achievable distance, and would authorize the supervisor to grant a variance upon making a written finding that the operator has no other feasible means of accessing a legal subsurface right, that the variance provides as much distance between sensitive receptors and those oil and gas operations as achievable, and that the variance would not endanger public health and safety. This bill contains other related provisions and other existing laws.		Appropriations (text 4/29/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 352 Garcia, Eduardo D Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.	8/14/2019-S. E.Q. 8/14/2019-From committee chair, with author's amendments: Amend, and re- refer to committee. Read second time, amended, and re- referred to Com. on EQ.	Under existing law, programs have been established pursuant to bond acts for, among other things, drought, water, parks, climate, coastal protection, and outdoor access for all. This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program. The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable.		Floor Analysis (text 5/20/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 380 Frazier D Office of the Transportation Inspector General.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2019)(May be acted upon Jan 2020)	Existing law creates the Department of Transportation within the Transportation Agency and creates the Independent Office of Audits and Investigations within the department, with specified powers and duties. Existing law requires the Governor to appoint the director of the office for a 6-year term, subject to confirmation by the Senate, and provides that the director, known as the Inspector General, may not be removed from office during the term except for good cause. Existing law specifies the duties and responsibilities of the Inspector General with respect to the department and local agencies receiving state and federal transportation funds through the department, and requires an annual report to the Legislature and Governor. This bill would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 4-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General and set the salary of the Transportation Inspector General. The bill would require the Transportation Inspector General to submit an annual report to the Governor, the Legislature, and the California Transportation Commission.		Appropriations (text 3/21/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 397 Chau D Vehicles: driving under the influence.	8/30/2019-S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law makes it a crime for a person who is under the influence of a drug to drive a vehicle. Existing law also makes it a crime for a person to drive under the influence and proximately cause bodily harm to another person, as specified. This bill would, commencing January 1, 2022, require the disposition report made by the superior court for a conviction for driving under the influence of cannabis to state that the conviction was due to cannabis. This bill contains other related provisions and other existing laws.		Appropriations (text 7/11/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 401 Flora R Vehicles: driving under the influence.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 3/19/2019)(May be acted upon Jan 2020)	Under existing law, if a person is convicted of driving under the influence and the offense occurred within 10 years after 3 or more other violations for driving under the influence that resulted in specified convictions, that person has committed an offense punishable as either a misdemeanor or a felony, and the person shall have their privilege to drive revoked. This bill would additionally make a conviction for driving under the influence that occurs within 10 years after 4 or more previous specified convictions, a felony. This bill contains other related provisions and other existing laws.		Public Safety (text 3/4/2019) Support California Peace Officers' Association California Police Chiefs Association City of Manteca Crime Victims United of California Modesto Police Department Ripon Police Department Riverside Sheriffs' Association San Joaquin County Sheriff Stanislaus County Sheriff's Office Oppose American Civil Liberties Union of California California Attorneys for Criminal Justice California Public Defenders Association San Francisco Public Defender

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 418 Kalra D Evidentiary privileges: union agent-represented worker privilege.	7/5/2019-S. THIRD READING 7/5/2019-Read second time. Ordered to third reading.	Existing law governs the admissibility of evidence in court proceedings and generally provides a privilege as to communications made in the course of certain relations, including the attorney-client, physician-patient, and psychotherapist-patient relationship, as specified. Under existing law, the right of any person to claim those evidentiary privileges is waived with respect to a communication protected by the privilege if any holder of the privilege, without coercion, has disclosed a significant part of the communication or has consented to a disclosure. This bill would establish a privilege between a union agent, as defined, and a represented employee or represented former employee to refuse to disclose any confidential communication between the employee or former employee and the union agent made while the union agent was acting in the union agent's representative capacity, except as specified. The bill would permit a represented employee or represented former employee to prevent another person from disclosing a privileged communication, except as specified. The bill would further provide that this privilege may be waived in accordance with existing law and does not apply in criminal proceedings.		Floor Analyses (text 6/21/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 421 Waldron R Transportation finance: De Luz Community Services District.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2019)(May be acted upon Jan 2020)	Article XIX of the California Constitution restricts the use of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways to expenditure on highway and certain mass transit purposes. Existing law provides for the deposit of these revenues in the Highway Users Tax Account, and appropriates those revenues for various purposes. With respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, existing law requires, after certain allocations are made, the Controller to allocate the remaining amount of this portion of revenues 44% to the state transportation improvement program, 12% to the State Highway Operation and Protection Program, and 44% to cities and counties for local street and road purposes. This bill would require the Controller to allocate a portion of these revenues available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 422 Frazier D High-speed rail: performance measurement dashboards.	7/10/2019-S. 2 YEAR 7/10/2019-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 5/8/2019)(May be acted upon Jan 2020)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority to establish an independent peer review group for purposes of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan, including the funding plan for each corridor. This bill would require the authority, in consultation with the peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.		Appropriations (text 2/7/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 425 Cooley D Firearms: ammunition sales.	7/8/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	(1)Existing law, as amended by the Safety for All Act of 2016, an initiative statute approved by voters as Proposition 63 at the November 8, 2016, statewide general election, requires the sale of ammunition to be conducted by or processed through a licensed ammunition vendor. Existing law exempts from that requirement the sale, delivery, or transfer of ammunition to specified individuals, including a sworn peace officer or sworn federal law enforcement officer who is authorized to carry a firearm in the course and scope of the officer’s duties, and a representative of a law enforcement agency, with written authorization from the head of the agency, purchasing ammunition for the exclusive use of the agency. Existing law also exempts from that requirement the sale, delivery, or transfer of ammunition to a person who is federally licensed as a firearms dealer or collector of firearms, as specified. A violation of this requirement is a misdemeanor. Proposition 63 allows its provisions to be amended by a vote of 55% of the Legislature so long as the amendments are consistent with, and further the intent of, the act.The bill would exempt from the above-described ammunition purchasing requirement a licensed private patrol operator or an agent or employee of the private patrol operator, a person registered as a security guard or security patrolperson who also holds a valid firearm permit issued by the Bureau of Security and Investigative Services of the Department of Consumer Affairs, who purchases or receives ammunition for use in the normal course and scope of employment, and a sheriff’s or police security officer. The bill would also exempt from the above-described ammunition purchasing requirement a person employed by a public forensic laboratory who purchases, receives, or transfers ammunition for use in the normal course and scope of laboratory operations.This bill contains other related provisions and other existing laws.		Appropriations (text 5/20/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 464 Garcia, Cristina D California Global Warming Solutions Act of 2006.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/21/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act defines specified terms, including, among others, district to mean an air pollution control or an air quality management district until January 1, 2031. This bill would indefinitely define district to mean an air pollution control or an air quality management district.		
AB 471 Fong R Driver's licenses and identification cards: renewal notices.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2019)(May be acted upon Jan 2020)	Existing law provides for the issuance and renewal of driver's licenses and identification cards by the Department of Motor Vehicles. Existing law sets the expiration date of a driver's license as the 5th birthday of the applicant following the date of the application for the license, and of an identification card as the 6th birthday of the applicant following the date of application for the identification card, except as specified. This bill would require the department to notify the holder of a driver's license or identification card of the date that the license or card is set to expire, at least 90 days before that expiration date, and would require the department to indicate the fact that the required notice was mailed by a notation in the department's records.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 477 Cervantes D Emergency preparedness: vulnerable populations.	8/23/2019- A. ENROLLED 8/23/2019- Enrolled and presented to the Governor at 3:30 p.m.	The California Emergency Services Act creates, within the office of the Governor, the Office of Emergency Services, which is responsible for addressing natural, technological, or manmade disasters and emergencies, including responsibility for activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. Existing law authorizes cities, cities and counties, and counties to create disaster councils, by ordinance, to develop plans for meeting any condition constituting a local emergency or state of emergency, including, but not limited to, earthquakes, natural or manmade disasters specific to that jurisdiction, or state of war emergency. This bill would require a county, or a city and county, to include representatives from the access and functional needs population, as defined, in the next regular update to its emergency plan, as specified. This bill contains other related provisions and other existing laws.		Floor Analysis (text 6/3/2019) Support Oppose

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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 520 Kalra D Public works: public subsidy.	8/27/2019- S. THIRD READING 8/27/2019-Read second time. Ordered to third reading.	Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law defines “public works” to include, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds, but exempts from that definition, among other projects, an otherwise private development project if the state or political subdivision provides, directly or indirectly, a public subsidy to the private development project that is de minimis in the context of the project. This bill would generally provide that a public subsidy is de minimis if it is both less than \$500,000 and less than 2% of the total project cost. The bill would specifically provide a public subsidy for a project that consists entirely of single family dwellings is de minimis if it is less than 2% of the total project cost. The bill would specify that these provisions do not apply to a project that was advertised for bid, or a contract that was awarded, before July 1, 2020. This bill contains other related provisions.		Floor Analyses (text 8/26/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 553 Melendez R High-speed rail bonds: housing.	3/11/2019- A. TRANS. 4/1/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to the Department of Housing and Community Development's Multifamily Housing Program. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions.		Transportation (text 3/13/2019) Support Southwest California Legislative Council Oppose None

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 570 Aguiar-Curry D Local Government Investment Act.	8/15/2019- S. INACTIVE FILE 8/15/2019- Ordered to inactive file at the request of Senator Wiener.	Existing law, known as the Proposition 218 Omnibus Implementation Act, defines various terms and prescribes procedures and parameters for local jurisdictions to comply with specified provisions of the California Constitution. This bill would define the term “affordable housing” for purposes of specified provisions of the California Constitution to include a first-time home buyer program offered by a local agency. The bill would also specify that a parcel tax imposed pursuant to a specified constitutional provision may include an exemption for persons who are 65 years of age or older, receiving Supplemental Security Income for a disability, or receiving Social Security Disability Insurance Benefits and whose yearly income does not exceed specified amounts. This bill contains other related provisions.		Floor Analyses (text 3/25/2019) Support Oppose

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AB 578 Mullin D Teachers: The California STEM Teaching Pathway Act of 2019.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	(1)Existing law establishes a system of public elementary and secondary schools in this state, and authorizes local educational agencies throughout the state to operate schools and provide instruction to pupils in kindergarten and grades 1 to 12, inclusive. Existing law establishes the State Department of Education under the administration of the Superintendent of Public Instruction. The department has numerous duties relating to the governance and funding of public elementary and secondary education in this state.This bill would establish the California STEM Teaching Pathway for purposes of recruiting, preparing, supporting, and retaining qualified science, technology, engineering, and mathematics (STEM) professionals, including military veterans, as mathematics, science, engineering, and computer science teachers in California. The bill would authorize various activities as part of the California STEM Teaching Pathway, including developing and distributing statewide recruitment materials encouraging interested STEM professionals to pursue teaching careers in mathematics, science, engineering, and computer science, and providing information to STEM professionals and current teachers regarding the requirements for obtaining a teaching credential in mathematics, science, engineering, and computer science and how to complete those steps, applying to teacher preparation programs, and accessing financial aid.This bill contains other related provisions.		Appropriations (text 4/29/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 589 Gonzalez D Employment: unfair immigration- related practices.	8/12/2019- S. THIRD READING 8/13/2019-Read second time. Ordered to third reading.	(1)Under existing law, it is unlawful for an employer or any other person or entity to engage in, or to direct another person or entity to engage in, unfair immigration-related practices against any person for the purpose of, or with the intent of, retaliating against any person for exercising any right protected under the Labor Code or by any local ordinance applicable to employees, as specified.This bill would make it unlawful for an employer to knowingly destroy, conceal, remove, confiscate, or possess any actual or purported passport or other immigration document, or any other actual or purported government identification document of another person in the course of committing, or with the intent to commit, trafficking, peonage, slavery, involuntary servitude, or a coercive labor practice. The bill would impose specified civil and criminal penalties for a violation. The bill would also authorize the Labor Commissioner to issue a citation for a violation, as prescribed. By imposing criminal penalties, the bill would impose a state-mandated local program. The bill would require an employer to post a prescribed workplace notice with information including the right to maintain custody and control of immigration documents and that the withholding of immigration documents by an employer is a crime.This bill contains other related provisions and other existing laws.		Floor Analyses (text 4/25/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 600 Chu D Local government: organization: disadvantaged unincorporated communities.	6/24/2019-S. THIRD READING 6/24/2019-Read second time. Ordered to third reading.	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 provides the authority and procedure for the initiation, conduct, and completion of changes of organization, reorganization, and sphere of influence changes for cities and districts, as specified. Existing law prohibits a local agency formation commission from approving an annexation to a city of any territory greater than 10 acres where there exists a disadvantaged unincorporated community that is contiguous to the area of proposed annexation, unless an application to annex the disadvantaged unincorporated community into the subject city has been filed. Under existing law, an application to annex a contiguous disadvantaged community is not required if, among other things, the commission finds that a majority of the registered voters within the disadvantaged unincorporated community are opposed to the annexation, as specified. This bill would additionally provide that an application to annex a contiguous disadvantaged community is not required if the commission finds that a majority of the registered voters within the affected disadvantaged unincorporated community would prefer to address the service deficiencies through an extraterritorial service extension. This bill would also provide that the existing approval prohibition and the exemptions to the application requirement, as so expanded, apply to the annexation of two or more contiguous areas that take place within 5 years of each other and that are individually less than 10 acres but cumulatively more than 10 acres.		Floor Analyses (text 4/29/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 625 Kalra D Service contracts: public transit: collection and transportation of solid waste: retention of employees.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 5. Noes 2.) (August 30). Read second time. Ordered to third reading.	Existing law imposes requirements on certain local government agencies that award or otherwise enter into contracts for public transit services or for the collection and transportation of solid waste, relating to the retention of employees of the prior contractor or subcontractor. Existing law requires such a local government agency letting a contract out to bid to give a 10% preference to a bidder who agrees to retain employees for a specified period, as prescribed. Specific provisions apply only to service contracts for the collection and transportation of solid waste. This bill would expand the application of these provisions to a state agency that enters into such a contract.		Floor Analyses (text 2/15/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
<p>AB 628 Bonta D</p> <p>Employment: victims of sexual harassment: protections.</p>	<p>5/29/2019- A. THIRD READING 5/29/2019-Read third time. Refused passage. (Ayes 36. Noes 15. Page 2130.). Motion to reconsider made by Assembly Member Bonta.</p>	<p>(1)Existing law prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking and who takes time off from work to obtain, or attempt to obtain, any relief to help ensure the health, safety, or welfare of the victim or their child. Existing law also prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking because of the employee’s status as a victim, if the employer has notice or knowledge of that status. Existing law additionally prohibits an employer with 25 or more employees from discharging, or discriminating or retaliating against, an employee who is a victim, in this regard, who takes time off to obtain specified services or counseling. Existing law requires the employee to give the employer reasonable advance notice of the employee’s intention to take time off, unless the advance notice is not feasible. Existing law, when an unscheduled absence occurs, prohibits the employer from taking any action against the employee if the employee, within a reasonable time after the absence, provides a specified certification to the employer. Existing law makes it a misdemeanor for an employer to refuse to rehire, promote, or restore an employee who has been determined to be so eligible by a grievance procedure or legal hearing.This bill would extend these employment protections to victims of sexual harassment, as defined. The bill would also extend these employment protections to specified family members, as defined, of the victims for taking time off from work to provide assistance to the victims when seeking relief or obtaining those services and counseling, as described above. The bill would, if the employee’s need for leave is foreseeable, require the employee to provide the employer with reasonable advance notice, unless the advance notice is not feasible. The bill would authorize the employer to require that the employee’s request for leave be supported by a specified certification. The bill would, if it is not feasible for the employee to provide certification prior to the leave, prohibit the employer from taking any action against the employee if the employee, within a reasonable time after the absence, provides a certification to the employer. The bill would apply these protections to state and local public employers and to the Legislature. By expanding the definition of a crime, this bill would impose a state-mandated local program. The bill would extend confidentiality protections provided to victims in this context, which existing law applies only to people employed by employers with 25 or more employees, to employers generally. The bill would make conforming changes.This bill contains other related provisions and other existing laws.</p>		<p>Floor Analysis (text 5/16/2019) Support Oppose</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 659 Mullin D Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/10/2019)(May be acted upon Jan 2020)	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.		Appropriations (text 2/15/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 661 McCarty D Wildfire Smoke Air Pollution Emergency Plan: Sacramento Metropolitan Air Quality Management District.	8/30/2019- S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law generally designates air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would require the Sacramento Metropolitan Air Quality Management District to prepare a wildfire smoke air pollution emergency plan as an informational source for local agencies and the public during a wildfire smoke air pollution emergency, as specified. The bill would authorize the Sacramento Metropolitan Air Quality Management District to conduct public education, marketing, demonstration, monitoring, research, and evaluation programs or projects with respect to wildfire smoke impact control measures. The bill would require the Sacramento Metropolitan Air Quality Management District, by January 1, 2022, to submit to the Legislature a report regarding the development of the plan. By imposing additional duties on the Sacramento Metropolitan Air Quality Management District, the bill would impose a state-mandated local program. The bill would require the State Air Resources Board, in coordination with air districts, to submit to the Legislature a report on information regarding wildfire smoke air pollution emergency response programs, as specified. This bill contains other related provisions and other existing laws.		Appropriations (text 6/24/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 673 Carrillo D Failure to pay wages: penalties.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 5. Noes 2.) (August 30). Read second time. Ordered to third reading.	Existing law provides for a civil penalty, in addition to, and entirely independent and apart from other penalties, on every person who fails to pay the wages of each employee, as specified, including a provision prohibiting wage differential on the basis of sex, as provided in specified provisions of the Labor Code. Existing law requires the Labor Commissioner to recover that penalty as part of a hearing held to recover unpaid wages and penalties or in an independent civil action. Existing law requires that a specified percentage of the penalty recovered under that provision be paid into a fund within the Labor and Workforce Development Agency dedicated to educating employers about state labor laws and that the remainder be paid into the State Treasury to the credit of the General Fund. This bill would also authorize the affected employee to bring an action to recover specified statutory penalties against the employer as part of a hearing held to recover unpaid wages. The bill would remove the authority for the Labor Commissioner to recover civil penalties in an independent civil action. The bill would also modify the list of statutes that a statutory penalty may be recovered for violation of by adding a provision relating to wages paid to an employee who is licensed under the Barbering and Cosmetology Act. The bill would authorize an employee to either recover statutory penalties under these provisions or to enforce civil penalties under a specified provision of the Labor Code Private Attorneys General Act of 2004, but not both, for the same violation.		Floor Analyses (text 7/11/2019) Support Oppose

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AB 676 Frazier D California Transportation Commission: annual report.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 3/25/2019)(May be acted upon Jan 2020)	Existing law establishes in state government the California Transportation Commission with specified powers and duties relative to the programming of transportation capital improvement projects and other related matters. Existing law requires the commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations and identifying timely and relevant transportation issues facing the state. This bill would instead require the commission to adopt and submit the annual report by December 31 of each year.		Transportation (text 2/15/2019) Support None Oppose None
AB 752 Gabriel D Public transit: transit stations: lactation rooms.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 7. Noes 0.) (August 30). Read second time. Ordered to third reading.	Existing law requires the airport manager of an airport operated by a city, county, city and county, or airport district that conducts commercial operations and that has more than one million enplanements a year, or upon new terminal construction or the replacement, expansion, or renovation of an existing terminal, to provide a room or other location at each airport terminal behind the airport security screening area for members of the public to express breast milk in private. This bill would require specific multimodal transit stations, and multimodal transit stations that meet certain criteria, that begin construction or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	Work with Author	Floor Analyses (text 7/11/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 784 Mullin D Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	8/30/2019-S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.	Support	Appropriations (text 6/24/2019) Support Oppose
AB 847 Grayson D Housing: transportation-related impact fees grant program.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 4/1/2019)(May be acted upon Jan 2020)	Existing law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. The department is responsible for administering various housing and home loan programs throughout the state. Existing law requires the department, on or before January 1, 2019, to establish the Housing for a Healthy California Program to create supportive housing opportunities through grants to counties for capital and operating assistance, as specified, or operating reserve grants and capital loans to developers, or both. This bill would require the department, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.		

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

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AB 880 Obernolte R Transportation network companies: participating drivers: criminal background checks.	8/19/2019-A. C. & C. 8/19/2019-Re-referred to Com. on C. & C. pursuant to Assembly Rule 77.2.	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 a personal vehicle. Existing law requires a transportation network company to conduct, or have a third party conduct, a local and national criminal background check for each participating driver, as specified, and prohibits a transportation network company from contracting with, employing, or retaining a driver if the driver, among other things, is currently registered on the United States Department of Justice National Sex Offender Public website, has been convicted of any of certain terrorism-related felonies or a violent felony or, within the previous 7 years, has been convicted of any misdemeanor assault or battery, any domestic violence offense, driving under the influence of alcohol or drugs, or any of a specified list of felonies. A violation of the act is a misdemeanor punishable by a fine, imprisonment, or both a fine and imprisonment. This bill would additionally prohibit a transportation network company from contracting with, employing, or retaining a driver if the driver has been convicted of specified human trafficking offenses and would delete erroneous cross-references to code sections specified in existing law. By expanding the scope of a crime, the bill would impose a state-mandated local program. This bill contains other existing laws.		Floor Analysis (text 6/11/2019) Support Oppose

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AB 923 Wicks D Bay Area Rapid Transit District: electricity procurement and delivery.	8/27/2019- A. CONCURRENCE 8/27/2019-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 29 pursuant to Assembly Rule 77.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law authorizes the San Francisco Bay Area Rapid Transit District (BART) system to elect to obtain electricity from multiple sources, including (1) preference power purchased from a federal power marketing agency or its successor, (2) electricity purchased from a local publicly owned electric utility, and (3) electricity generated by an eligible renewable energy resource, as defined. Existing law requires any electrical corporation that owns and operates transmission and distribution facilities that deliver electricity to BART, upon request by BART, to deliver electricity from those sources without discrimination or delay. This bill would additionally authorize BART to elect to obtain electricity purchased from an electrical corporation or marketer, as defined, and electricity purchased through a market operated by the Independent System Operator. This bill contains other related provisions and other existing laws.		Floor Analysis (text 8/13/2019) Support Oppose

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AB 931 Boerner Horvath D Local boards and commissions: representation: appointments.	8/30/2019-S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 5. Noes 2.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law establishes the policy of the Legislature to ensure equal access to specific information about the many local regulating and advisory boards, commissions, and committees and to ensure equal opportunity to be informed of vacancies on those boards. Existing law requires each legislative body of a local agency to prepare an appointments list of all regular and ongoing boards, commissions, and committees that are appointed by the legislative body of the local agency. This bill, on and after January 1, 2030, would require, with respect to a city with a population of 50,000 or more, that the city not appoint members of nonsalaried, nonelected boards or commissions consisting of 5 or more members such that individuals of the same gender identity comprise more than 60% of the board or commission's membership. The bill would also prohibit a board or commission with 4 or fewer nonelected and nonsalaried members from being comprised exclusively of people with the same gender identity. The bill would define "gender identity" for purposes of the bill, and would exclude from its provisions a board or commission that has as its primary purpose addressing issues of relevance to a particular gender identity. By imposing new requirements on cities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Appropriations (text 8/13/2019) Support Oppose

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AB 945 McCarty D Local government: financial affairs: surplus funds.	7/1/2019-S. THIRD READING 7/1/2019-Read second time and amended. Ordered to third reading.	Existing law prescribes the instruments and criteria by which a local agency, as defined, may invest and deposit its funds, including its surplus funds. Existing law, until January 1, 2021, authorizes a local agency, under certain conditions, to invest up to 30% of the agency's surplus funds in deposits at specified types of financial institutions that use a private sector entity to assist in the placement of deposits, as specified. Existing law, on and after January 1, 2021, authorizes a local agency, under certain conditions, to invest up to 30% of the agency's surplus funds in certificates of deposit at specified types of financial institutions. This bill would instead, commencing January 1, 2020, authorize a local agency to invest and deposit the agency's surplus funds in deposits at specified types of financial institutions whether those investments are in certificates of deposit or another form. The bill, from January 1, 2020, until January 1, 2026, also would increase to 50% the percentage of funds that can be so invested by a city, district, or other local agency that does not pool money in deposits or investments with other local agencies with a different governing body. The bill would, on and after January 1, 2026, authorize those same cities, districts, and agencies to invest up to 30% of the agency's surplus funds in the same manner described above. The bill would make additional conforming changes.		Floor Analyses (text 7/1/2019) Support Oppose

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AB 970 Salas D California Department of Aging: grants: transportation.	8/30/2019- S. THIRD READING 8/30/2019-Read second time. Ordered to third reading.	Existing law, 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 for appropriation. This bill would make grant awards available under the State Air Resources Board's Clean Mobility Options program for disadvantaged communities and low-income communities to eligible applicants, including, but not limited to, area agencies on aging and public transit operators. The grant awards would be used to fund transportation to and from nonemergency medical services for older individuals and persons with disabilities, for the purpose of reducing greenhouse gas emissions. The bill would require that transportation be made available using the purchase, lease, operation, or maintenance of zero-emission vehicles, or, under specified circumstances, near-zero-emission vehicles, with a capacity for 7 to 15 passengers, inclusive. This bill contains other related provisions and other existing laws.		Floor Analyses (text 8/29/2019) Support Oppose

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AB 983 Boerner Horvath D Transportation electrification.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/7/2019)(May be acted upon Jan 2020)	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The commission is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. This bill would require an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill would authorize an electrical corporation to file an application with the PUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations. The bill would require the application to prioritize the installment of charging stations in disadvantaged communities, as defined. The bill would require the PUC to review, modify, if appropriate, and decide whether to approve an application filed by an electrical corporation and supported by the local or regional planning agency. The bill would authorize an electrical corporation to propose a cost allocation methodology that allocates costs in a reasonable manner and would require the PUC to approve the cost allocation methodology if the commission finds that the application would minimize overall costs and maximize overall benefits and is in the interests of ratepayers. The bill would require that the charging stations be installed by the utility workforce, or by workers who are paid the prevailing wage for all program-related work. This bill contains other related provisions and other existing laws.</p>		

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AB 992 Mullin D Open meetings: local agencies: social media.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/7/2019)(May be acted upon Jan 2020)	The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency. This bill contains other related provisions and other existing laws.		Local Government (text 4/22/2019) Support California Special Districts Association Council Member Laura Parmer-Lohan, City of San Carlos Councilmember Charles P. Stone, City of Belmont Councilmember Sara McDowell, City of San Carlos Councilwoman Giselle Halle, Redwood City League of California Cities Oppose California News Publishers Association

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AB 1017 Boerner Horvath D	8/27/2019- A. ENROLLED 8/27/2019- Enrolled and presented to the Governor at 3:30 p.m.	Under existing law, the Public Utilities Commission has the exclusive power to, among other things, determine and prescribe the manner and the terms of installation, operation, maintenance, use, and protection of specified railroad crossings and to authorize on an application-by-application basis and supervise the operation of pilot projects to evaluate proposed crossing warning devices, new technology, or other additional safety measures at designated crossings, with the consent of the local jurisdiction, the affected railroad, and other interested parties, including, but not limited to, represented railroad employees. This bill would require the commission, if a city or county develops and adopts, by resolution upon a majority vote of the city council or the board of supervisors, a plan to improve mobility for multimodal access that calls for new or modified railroad crossings, to make an engineer available from the Rail Crossings and Engineering Branch to assist and advise that city or county on the safety of the planned railroad crossings before the filing of an application to the commission for the approval of the new or modified railroad crossings.		Floor Analysis (text 8/12/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1025 Grayson D Transportation: California Transportation Commission: San Ramon Branch Corridor: reimbursement.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 5. Noes 2.) (August 30). Read second time. Ordered to third reading.	Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and the allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Through certain commission resolutions, the commission allocated moneys appropriated to it in the 1980s from the Transportation Planning and Development Account to the County of Contra Costa for the acquisition of a specified right-of-way, and for associated projects, relating to the San Ramon Branch Corridor. Those resolutions require the county to reimburse the state if the county fails to meet specified conditions. This bill would relinquish the rights of the state to reimbursement pursuant to those resolutions. This bill would also require the County of Contra Costa to revise the bylaws of the Iron Horse Corridor Management Program Advisory Committee to: (1) include a seat for a Contra Costa Transportation Authority representative, (2) expand the management program elements to include a new, 7th element that considers proposals to study new and emerging mobility modes and technologies in the corridor, and (3) include a new task in the committee's work program to recommend a framework for acting on these proposals. The bill would also make findings and declarations in support of these requirements. By imposing new duties on local public officials, the bill would create a state-mandated local program. This bill contains other existing laws.		Floor Analyses (text 3/26/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1038 Muratsuchi D Health data: rates for health care services: physicians and surgeons.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was HEALTH on 4/8/2019)(May be acted upon Jan 2020)	Existing law states the intent of the Legislature to establish a Health Care Cost Transparency Database to collect information regarding the cost of health care. Existing law requires the Office of Statewide Health Planning and Development to convene a review committee for purposes of advising the office on the establishment and implementation of the database. Existing law requires the office, by July 1, 2020, to submit a report to the Legislature, based on recommendations of the review committee and any third-party vendor, that includes prescribed elements. Existing law requires the office to establish, implement, and administer the database. Existing law requires certain health care entities, including a physician and surgeon, to provide specified information to the office for collection in the database. Under existing law, implementation of these provisions is subject to budget appropriation for that purpose. This bill would require the Medical Board of California to provide to the office, no less than annually, a comprehensive list of all physicians and surgeons practicing in California, including prescribed information. The bill would require a board-licensed physician and surgeon to provide to the office specified information relating to negotiated rates and charges imposed for services provided. The bill would require the office to make public certain aggregate data on negotiated rates.		
AB 1056 Garcia, Eduardo D Speed laws: residence districts.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on	Existing law establishes a prima facie speed limit of 25 miles per hour on any highway other than a state highway, in a business or residence district, except as specified. Under existing law, a "residence district" is a portion of highway and contiguous property other than a business district, with 13 or more separate dwelling houses or business structures on one side of the highway, or 16 or more separate dwelling houses or business structures on both sides of the highway, within a distance of 1/4 mile. This bill would authorize the County of Imperial to implement a demonstration project to		

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	3/7/2019)(May be acted upon Jan 2020)	expand the definition of a residence district for purposes of existing speed laws to include any portion of a highway and the property contiguous to that highway, with at least 13 separate dwelling houses or business structures located upon both sides of the property contiguous to the highway, collectively, within a distance of 1/4 mile. The bill would require the property to be located in an unincorporated portion of the county within 35 air miles of a border with a foreign jurisdiction.This bill contains other related provisions.		
AB 1112 Friedman D Shared mobility devices: local regulation.	7/12/2019-S. 2 YEAR 7/12/2019-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/29/2019)(May be acted upon Jan 2020)	Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law.This bill would define a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California	Oppose Unless Amended	Transportation (text 5/7/2019) Support Bay Area Council Bird California Hispanic Chambers of Commerce Central Coast Health Network Circulate San Diego Clinicas Del Camino Real Clinicas Del Valle de Salinas Congress of Racial Equality of California Electronic Frontier Foundation Environmental Defense Fund FAST (Fixing Angelenos Stuck in Traffic) Fast Link DTLA Interfaith Movement for Human Integrity Internet Association Los Angeles Metropolitan Churches LULAC Dist. 17 Ventura County Lyft National Action Network Los Angeles National Asian American Coalition National Diversity Coalition Sierra Club California Silicon Valley Leadership Group Southern Christian Leadership Conference of Southern California TechNet (logo on coalition letter but not

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		Environmental Quality Act.This bill contains other related provisions.		undersigned) Uber Technologies, Inc./Jump Up for Growth Oppose 4 Individuals CA Council of the Blind California Bicycle Coalition California Walks City of Anaheim City of Long Beach City of Los Angeles City of Oakland City of Pasadena City of Sacramento City of San Diego City of San Francisco City of San Jose City of San José Department of Transportation City of Santa Monica City of Thousand Oaks Consumer Attorneys of California Disability Rights Education and Defense Fund Eric Garcetti, Mayor of the City of Los Angeles Investing in Place League of California Cities Los Angeles Department of Transportation National Resources Defense Council Oakland Department of Transportation People for Mobility Justice Riverside Safe Routes Partnership San Francisco Municipal Transportation Agency Santa Ana Transform

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AB 1115 Quirk-Silva D California Global Warming Solutions Act of 2006: Low-Carbon Fuel Standard regulations.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would require the state board to amend the Low-Carbon Fuel Standard regulations to consider the attainment of standards under the federal Clean Air Act, consider specified climate goals, complement existing oxides of nitrogen reductions programs to ensure value-added support to meet 2023 and 2031 federal nonattainment deadlines, and apply performance-based metrics.		
AB 1142 Friedman D Regional transportation plans: transportation network companies.	8/19/2019-S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	(1)Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit. This bill contains other related provisions and other existing laws.		Appropriations (text 8/12/2019) Support Oppose

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AB 1148 Patterson R High-speed rail: independent peer review group.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/7/2019)(May be acted upon Jan 2020)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority to establish an independent peer review group for the purpose of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan for each corridor. This bill would require the independent peer review group to study and annually report to the Legislature on alternative uses for high-speed rail project infrastructure that is located in the project's Central Valley corridor and the construction of which the group anticipates will be completed by the end of the calendar year in which the report will be submitted to the Legislature.		
AB 1157 Burke D Time Deposit Program: report.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May be acted upon Jan 2020)	Existing law, which is known as the Time Deposit Program, requires the Treasurer, if possible, to deposit state money into an eligible bank. Existing law defines eligible bank to mean a bank selected by the Treasurer that meets certain requirements, including that it received an overall rating of not less than satisfactory in its most recent evaluation by the appropriate federal financial supervisory agency of the bank's record of meeting the credit needs of the state's communities, including low- and moderate-income neighborhoods. This bill, on or before January 1, 2022, and on or before January 1 each year thereafter, would require the Treasurer to submit a report to the Legislature on the Time Deposit Program, as provided.		Appropriations (text 3/25/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1167 Mathis R Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	3/14/2019- A. TRANS. 4/1/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would no longer continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund for certain components of a specified high-speed rail project. The bill, beginning with the 2021–22 fiscal year, would continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection to purchase new engines and equipment, hire new firefighters, and clear overgrowth or tree mortality and to the Firefighter Home Relief Trust Fund Program. This bill contains other related provisions.		Transportation (text 3/13/2019) Support None Oppose None

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AB 1176 Bloom D State funds: investments.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was B. & F. on 3/11/2019)(May be acted upon Jan 2020)	Existing law specifies the types of securities that are eligible for investment of surplus state funds. This bill would include as a type of security that is eligible for the investment of surplus state funds the bonds, notes, debentures, or other similar obligations of a foreign government of a country that the International Monetary Fund lists as industrialized and for which the full faith and credit of that country has been pledged for the payment of principal and interest, if specified requirements are met.		

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AB 1184 Gloria D Public records: writing transmitted by electronic mail: retention.	8/30/2019- S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 6. Noes 1.) (August 30). Read second time and amended. Ordered returned to second reading.	The California Public Records Act requires a public agency, defined to mean any state or local agency, to make public records available for inspection, subject to certain exceptions. Existing law specifies that public records include any writing containing information relating to the conduct of the public's business, including writing transmitted by electronic mail. The act requires any agency that has any information that constitutes a public record not exempt from disclosure, to make that public record available in accordance with certain provisions and authorizes every agency to adopt regulations stating the procedures to be followed when making its records available, if the regulations are consistent with those provisions. Existing law authorizes cities, counties, and special districts to destroy or to dispose of duplicate records that are less than two years old when they are no longer required by the city, county, or special district, as specified. This bill would, unless a longer retention period is required by statute or regulation, or established by the Secretary of State pursuant to the State Records Management Act, require a public agency, for purposes of the California Public Records Act, to retain and preserve for at least 2 years every public record, as defined, that is transmitted by electronic mail. This bill contains other related provisions and other existing laws.		Appropriations (text 5/16/2019) Support Oppose

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AB 1198 Stone, Mark D Public employees' retirement: pension reform: excepted employees: transit workers.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/21/2019)(May be acted upon Jan 2020)	The California Public Employees' Pension Reform Act of 2013 (PEPRA), among other things, establishes new retirement formulas, which are generally applicable to employees first employed on or after January 1, 2013, and which a public employer offering a defined benefit pension plan is prohibited from exceeding. PEPRA excepts certain public employees from its provisions, including certain transit workers whose interests are protected by specified federal law until a federal district court ruled that a United States Department of Labor determination that the application of PEPRA to these workers violated federal law was in error, or until January 1, 2016, as specified. A district court ruling to this effect occurred on December 31, 2014. This bill would except transit workers hired before January 1, 2016, from PEPRA by removing the federal district court contingency language from the provision excepting certain transit workers from PEPRA, as described above.		
AB 1208 Ting D Utility user taxes: exemption: clean energy resource.	8/27/2019-A. ENROLLED 8/27/2019-Enrolled and presented to the Governor at 3:30 p.m.	Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity in the unincorporated area of the county. This bill would extend the repeal date of the above-described exemption from January 1, 2020, to January 1, 2027. The bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. This bill contains other existing laws.		Floor Analyses (text 5/6/2019) Support Oppose

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AB 1212 Levine D Public employees' retirement: pension fund management: in-state infrastructure.	8/20/2019- S. THIRD READING 8/20/2019-Read second time. Ordered to third reading.	The California Constitution confers upon the retirement boards of public retirement systems plenary authority and fiduciary responsibility for the investment of moneys of those systems. Existing law authorizes the Board of Administration of the Public Employees' Retirement System, the Teachers' Retirement Board of the State Teachers' Retirement System, and the board of retirement or the board of investments of a retirement system established pursuant to the County Employees Retirement Law of 1937, consistent with their fiduciary duties and investment standards, to prioritize investment in an in-state infrastructure project over a comparable out-of-state infrastructure project. This bill would require a state agency that is responsible for infrastructure projects to produce a list of priority infrastructure projects for funding consideration by the retirement boards, as described above, and to provide it to them. The bill would require a state agency also to provide further project information to a board upon request. The bill would define a state agency for these purposes as the Department of Transportation and the Department of Water Resources.		Floor Analyses (text 8/12/2019) Support Oppose
AB 1226 Holden D State highways: property leases: assessment.	8/19/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease to public or private entities areas above or below state highways. Existing law authorizes the department, in certain cases, to make the land or airspace within the right-of-way of a highway available to a public entity for specified transit-related purposes. This bill would provide examples of "airspace" and "areas above or below state highways" for purposes of those provisions. This bill contains other related provisions and other existing laws.		Appropriations (text 6/12/2019) Support Oppose

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AB 1237 Aguiar-Curry D Greenhouse Gas Reduction Fund: guidelines.	8/30/2019- A. ENROLLMENT 8/30/2019- Senate amendments concurring in. To Engrossing and Enrolling. (Ayes 75. Noes 0.).	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the fund. This bill, no later than January 1, 2021, would require an agency that receives an appropriation from the Greenhouse Gas Reduction Fund to post on the internet website of the agency's program from which moneys from the fund are being allocated the guidelines, as specified, for how moneys from the fund are allocated for competitive financing programs, as specified.		Floor Analysis (text 8/13/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1241 Quirk-Silva D Contracts between public agencies and private entities for hiring and training individuals: electronic databases.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P. & C.P. on 3/11/2019)(May be acted upon Jan 2020)	Existing law, the Information Practices Act of 1977, requires an agency to maintain in its records only personal information that is relevant and necessary for a required or authorized purpose, and requires an agency to maintain and disclose personal information in accordance with specified conditions and limitations to ensure the security and confidentiality of the personal information. This bill would require an agency, as defined, that contracts with a person or private entity that owns or licenses an electronic database that contains the personal information of individuals for the purpose of hiring and training specified individuals, to do so only if the contract requires the person or private entity to comply with the requirements for disclosure and maintenance of personal information that are applicable to an agency pursuant to the act. By imposing additional requirements on local agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1243 Fong R Traffic Relief and Road Improvement Act.	3/25/2019-A. TRANS. 4/4/2019-Re-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		

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		<p>Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues. This bill would continuously appropriate the revenues in the account, after deductions for administration, with 40% of the revenues to be allocated to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, 40% of the revenues to be apportioned by the Controller to cities and counties for road purposes pursuant to a specified formula, and 20% to fund projects in the State Transportation Improvement Program that create measurable reductions in traffic congestion, thereby making an appropriation. The bill would require the California Transportation Commission to adopt performance criteria and metrics for expenditure of certain of these revenues, and would impose various requirements on cities and counties in order to receive apportionments. The bill would also require the department to implement efficiency measures with the goal of generating \$100,000,000 annually in savings at the department and to propose, from the identified savings, an appropriation to be included in the annual Budget Act of up to \$100,000,000 from the State Highway Account for expenditure on the Active Transportation Program. This bill contains other existing laws.</p>		

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AB 1262 O'Donnell D California Sustainable Freight Action Plan.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources.Executive Order No. B-32-15 directed the Secretary of Transportation, the Secretary for Environmental Protection, and the Secretary of the Natural Resources Agency to lead other relevant state departments, including the State Air Resources Board, in developing an integrated action plan by July 2016 and to establish targets to improve freight efficiency, transition to zero-emission technologies, and increase the competitiveness of the state's freight system. The California Sustainable Freight Action Plan was completed in response to Executive Order No. B-32-15.This bill would require, by January 1, 2021, and every 5 years thereafter, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development, in collaboration with relevant stakeholders, to update the California Sustainable Freight Action Plan, as provided.	Support	Appropriations (text 4/25/2019) Support Oppose
AB 1276 Bonta D Green New Deal.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/21/2019)(May be acted upon Jan 2020)	Existing law establishes various environmental and economic policies. This bill would state the intent of the Legislature to enact legislation to develop and implement a Green New Deal with the objective of reaching specified environmental outcomes within the target window of 10 years from the start of execution of the plan and accomplishing certain social goals.		

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

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AB 1284 Carrillo D Carbon neutrality.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to adopt a regulation defining carbon neutrality, as specified.		

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AB 1286 Muratsuchi D Shared mobility devices: agreements.	7/12/2019-S. 2 YEAR 7/12/2019-Failed Deadline pursuant to Rule 61(a)(11). (Last location was JUD. on 5/29/2019)(May be acted upon Jan 2020)	Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.		Judiciary (text 6/6/2019) Support AARP City of Camarillo City of Concord City of Downey City of Lomita City of Santa Monica City of Torrance Consumer Attorneys of California Consumer Federation of California Consumer Watchdog Courage Campaign Disability Rights California Environmental Defense Fund League of California Cities Oppose Auto Alliance Bay Area Council Bicycle Product Suppliers Association Bird Central City Association of Los Angeles Civil Justice Association of California Jump/Uber Lime Lyft North American Bikeshare Association One individual People for Bikes Razor Silicon Valley Leadership Group Spin TechNet The Micromobility Coalition

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AB 1316 Gallagher R Internet: social media or search engine service: censorship.	5/28/2019-A. RLS. 5/28/2019-Re-referred to Com. on RLS. pursuant to Assembly Rule 97.	Existing law prohibits an internet service provider from blocking or impairing lawful internet content and applications, engaging in paid prioritization, or unreasonably interfering with a user's ability to access and use lawful internet content. This bill would prohibit a person who operates a social media internet website located in California, as defined, from removing or manipulating content from that site on the basis of the political affiliation or political viewpoint of that content. However, the bill would authorize a site to remove content of a political nature if the site's content is limited to the promotion of only certain political viewpoints and the content is inconsistent with those viewpoints or the content violates the site's community values, provided that the content limitation and community values are clearly stated in the user terms and conditions.		Floor Analysis (text 5/24/2019) Support Oppose
AB 1347 Boerner Horvath D Electricity: renewable energy and zero-carbon resources: state and local government buildings.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/11/2019)(May be acted upon Jan 2020)	Existing law establishes the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. This bill would establish the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to state and local government buildings by December 31, 2030, and to all California end-use customers by December 31, 2045.		

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AB 1350 Gonzalez D Youth Transit Pass Pilot Program.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2019)(May be acted upon Jan 2020)	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the department to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified. The bill would require the department to develop guidelines that describe the application process, selection criteria, performance measures, and reporting requirements that evaluate the effectiveness of the program. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the outcomes of the program and the status of transit pass programs statewide. This bill contains other related provisions.		

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AB 1351 Lackey R Transit operators: paratransit and dial-a-ride services: assessment.	8/30/2019-S. SECOND READING 8/30/2019-From committee: Amend, and do pass as amended. (Ayes 7. Noes 0.) (August 30). Read second time and amended. Ordered returned to second reading.	Existing law requires a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. Existing law requires a transit operator to honor any current valid identification card for the type of transportation service or discount requested and that has been issued to an individual with disabilities by another transit operator. Existing law establishes in state government the Transportation Agency, which consists of various state entities, including the Department of Transportation. This bill would require the agency, in consultation with public transit operators, to conduct an assessment of the procedures public transit operators use to provide dial-a-ride and paratransit services to individuals with disabilities who are visiting their service territories and are certified to use another in-state public transit operator's similar dial-a-ride and paratransit services. The bill would require the agency to publish the assessment on its internet website on or before July 1, 2021. The bill would require the agency, after conducting and publishing the assessment, to adopt guidelines for the development of a statewide program to enable individuals with disabilities who a public transit operator has certified to use its dial-a-ride and paratransit services to use another in-state public transit operator's similar dial-a-ride and paratransit services.		Appropriations (text 6/14/2019) Support Oppose

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AB 1374 Fong R Department of Transportation: state highways.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.		

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AB 1402 Petrie-Norris D Active Transportation Program.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2019)(May be acted upon Jan 2020)	<p>Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects statewide, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects by metropolitan planning organizations (MPO), with the funds available for distribution by each MPO based on its relative population. Existing law requires the commission to develop guidelines and procedures, including project selection criteria, for the program in consultation with various agencies and interested parties. To ensure that the MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection criteria. Existing law requires the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. This bill would require the department, instead of the commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds to each MPO as a lump sum for award to projects selected by the applicable MPO. The bill would authorize MPO's to adopt their own guidelines, or use part or all of the guidelines developed by the commission. The bill would also authorize specified county transportation commissions to create their own set of guidelines that govern the funding distribution for their jurisdiction and would require those guidelines to be accepted and incorporated into the MPO guidelines. To the extent the bill imposes additional duties on an MPO, the bill would impose a state-mandated local program. This bill contains other existing laws.</p>	Oppose Unless Amended	

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AB 1406 O'Donnell D Alternative and Renewable Fuel and Vehicle Technology Program.	8/12/2019-S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission. Existing law requires the commission, as part of the Alternative and Renewable Fuel and Vehicle Technology Program, to provide funding measures to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Existing law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria. This bill would require the commission, until January 1, 2024, to allocate no less than 10% of the moneys available for allocation as part of the program for alternative fuel and advanced technology vehicles. This bill contains other existing laws.		Appropriations (text 7/2/2019) Support Oppose

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AB 1411 Reyes D Integrated action plan for sustainable freight.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/14/2019)(May be acted upon Jan 2020)	Existing law requires the State Air Resources Board to submit to the Legislature a report with policy recommendations for increasing the use of light-duty, medium-duty, and heavy-duty zero-emission vehicles in the state that includes, among other things, recommendations as to how vehicle fleet operators can increase the number of zero-emission vehicles in vehicle fleet use. Existing law creates the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies, with priority given to projects benefiting disadvantaged communities, as provided. This bill would establish as a state goal the deployment of 100,000 zero-emission medium- and heavy-duty vehicles and off-road vehicles and equipment, and the corresponding infrastructure to support them, by 2030. The bill would require the Public Utilities Commission, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development to develop and update by January 1, 2021, and at least every 5 years thereafter, an integrated action plan for sustainable freight that identifies strategies relating to that state goal, with priority given to actions that significantly reduce air pollution in low-income communities, as defined, and disadvantaged communities, as identified by the California Environmental Protection Agency.		Transportation (text 4/12/2019) Support California Voices for Progress CALSTART DANNAR Environmental Defense Fund Oppose California Natural Gas Vehicle Coalition California Trucking Association Clean Energy

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AB 1413 Gloria D Transportation: transactions and use taxes.	8/13/2019- S. THIRD READING 8/13/2019-Read second time and amended. Ordered to third reading.	(1)Existing law authorizes various specified governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law.This bill would authorize the agency to impose a transactions and use tax applicable to the entirety of, or a portion of, the County of Placer in conformity with the Transactions and Use Tax Law at a rate of no more than 1% if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters. The bill would require that any revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply and be spent only on transportation and transit infrastructure and services.This bill contains other related provisions and other existing laws.		Floor Analyses (text 8/13/2019) Support Oppose

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AB 1418 Chiu D Transportation electrification: electric school buses.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 4/23/2019)(May be acted upon Jan 2020)	Existing law requires the Public Utilities Commission (PUC), in consultation with the State Air Resources Board and the State Energy Resources and Conservation Development Commission (Energy Commission), to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce the dependence on petroleum, meet air quality standards, achieve specified zero-emission and near-zero-emission vehicle-related goals, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. This bill would require the PUC to assess if the applications filed by an electrical corporation regarding transportation electrification provide sufficient resources to achieve a 100% shift to zero emissions for school buses in that electrical corporation's territory. The bill would require the PUC, if the PUC makes a determination that more needs to be done to support the advancement to 100% zero-emission school buses, to direct electrical corporations to file additional applications to provide sufficient electrical charging infrastructure for the transformation of school buses away from diesel, gasoline, propane, and natural gas combustion to zero-emission options. This bill contains other related provisions and other existing laws.		Transportation (text 3/28/2019) Support Earthjustice Environment California NextGen California Sierra Club California Oppose None

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

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

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AB 1442 Rivas, Luz D Income taxes: credits: Share Our Values Tax Credit.	8/26/2019- S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	The Personal Income Tax Law and the Corporation Tax Law allow a motion picture credit for taxable years beginning on or after January 1, 2020, to be allocated by the California Film Commission on or after July 1, 2020, and before July 1, 2025. Existing law allows a credit in an amount equal to 20% or 25% of qualified expenditures up to \$100,000,000 for the production of a qualified motion picture in this state, with additional specified credit amounts allowed. Existing law limits the aggregate amount of these new credits to be allocated in each fiscal year to \$330,000,000 plus, among other amounts, the amount of any unused credit amounts for the preceding fiscal year. This bill, for taxable years beginning on or after January 1, 2020, would allow an additional tax credit, for qualified motion pictures in the same manner as described above, with modifications including revising the definition of “qualified motion picture” to mean a qualified motion picture that either relocated to California from, or chose not to pay or incur qualified expenditures for a qualified motion picture in, a state that has pending legislation or existing law that prohibits access to, criminalizes the provision of, or otherwise restricts a woman’s access to abortion services after 8 weeks from the beginning of the pregnancy or earlier and would limit on the aggregate amount of these new credits to be allocated in each fiscal year to \$50,000,000 plus additional specified amounts. This bill contains other related provisions.		Appropriations (text 8/15/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1445 Gloria D Climate change: emergency declaration and policy.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. Existing law establishes the Natural Resources Agency as the state agency responsible for coordinating development of the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes programs, including the Integrated Climate Adaptation and Resiliency Program and a regional climate collaborative program, to coordinate and facilitate regional and local responses to climate change. This bill would declare that it is the policy of the State of California to restore an optimal safe climate and to provide maximum protection from climate change to all people and species, globally, including the most vulnerable. The bill would state the intent of the Legislature that the state, in furtherance of that policy, undertake various immediate and large-scale efforts, including conversion of the economy to zero greenhouse gas emissions by no later than 2030, with an immediate phaseout of fossil fuels. The bill would make related legislative findings and declarations.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1456 Kiley R State highways: Route 193: relinquishment.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 7. Noes 0.) (August 30). Read second time. Ordered to third reading.	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for the California Transportation Commission to adopt a highway on an authorized route. Existing law requires the commission to relinquish to local agencies state highway portions that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. Existing law acknowledges the relinquishment of a portion of Route 193 in the City of Lincoln, and requires the city to install and maintain signs directing motorists to the continuation of Route 193 and to other routes, and to ensure the continuity of traffic flow on the relinquished portion of Route 193. This bill would repeal those requirements on the city. The bill would authorize the commission to relinquish to the City of Lincoln the portion of Route 193 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.		Floor Analyses (text 3/19/2019) Support Oppose
AB 1463 Gabriel D California Global Warming Solutions Act of 2006.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would make technical, nonsubstantive changes to these provisions.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1515 Friedman D Planning and zoning: community plans: review under the California Environmental Quality Act.	8/26/2019- A. ENROLLMENT 8/26/2019- Senate amendments concluded in. To Engrossing and Enrolling.	The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development and the development of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning, as provided. After the legislative body has adopted a general plan, that law also authorizes, or if so directed by the legislative body, requires, the planning agency to prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan, as provided. This bill, notwithstanding the above-described requirement for a court to enter an order under CEQA, would prohibit a court in an action or proceeding to attack, review, set aside, void, or annul the acts or decisions of the local agency, including a charter city, in adopting an update to a community plan on the grounds of noncompliance with CEQA from, on the basis of that noncompliance, invalidating, reviewing, voiding, or setting aside the approval of a development project that meets certain requirements. The bill would define various terms for these purposes. The bill would specify that these provisions do not affect or alter the obligation for the approval of a development project that is consistent with an approved community plan update to comply with CEQA or, except as expressly provided, preclude or limit an action to attack, review, set aside, void, or annul the approval of a development project that is consistent with an approved community plan pursuant to specified law. The bill would repeal these provisions as of January 1, 2025, but would provide that the repeal of these provisions does not affect any right or immunity granted by the bill to a development project that meets specified requirements before that date. This bill contains other related provisions and other existing laws.		Floor Analysis (text 6/17/2019) Support Oppose

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

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AB 1543 Holden D Transportation funds: transit operators: fare revenues.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/14/2019)(May be acted upon Jan 2020)	Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1560 Friedman D California Environmental Quality Act: transportation: major transit stop.	8/27/2019- S. THIRD READING 8/27/2019-Read second time. Ordered to third reading.	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 exempts from its requirements residential projects on infill sites that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines "major transit stop" to include, among other things, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of "major transit stop" to include a bus rapid transit station, as defined. This bill contains other existing laws.		Floor Analyses (text 8/26/2019) Support Oppose

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AB 1568 McCarty D Housing law compliance: prohibition on applying for state grants.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law, the Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Existing law requires the department to review the draft and report its written findings, as specified. Existing law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law. This bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law. If the department finds that the city or county is no longer in violation of state law, the bill would require the department to notify the city or county. The bill would, on or before January 1, 2025, prohibit a city or county found to be in violation of state law, as described above, from applying for a state grant, unless the fund source of the state grant is protected by a specified provision of the California Constitution relating to state taxes and fees on motor vehicles and motor vehicle fuels or the state grant funds, if awarded to the city or county, would assist the city or county in complying with the Housing Element Law. This bill contains other existing laws.		Appropriations (text 4/11/2019) Support Oppose

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AB 1580 Levine D Major infrastructure construction projects: oversight committees.	8/12/2019-S. APPR. SUSPENSE FILE 8/30/2019-In committee: Held under submission.	Existing law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.		Appropriations (text 7/1/2019) Support Oppose
AB 1582 Diep R Joint powers authorities.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	Existing law authorizes 2 or more public agencies, by agreement, to form a joint powers authority to exercise any power common to the contracting parties, as specified. This bill would make nonsubstantive changes to this provision.		

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AB 1589 Salas D Carl Moyer Memorial Air Quality Standards Attainment Program: heavy-duty off-road equipment.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the State Air Resources Board. The program authorizes the state board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The state board is required to establish and update grant criteria and guidelines for covered vehicle projects. The program deems an off-road project that involves farm equipment to have a minimum project life of at least 10 years, as specified. This bill would additionally authorize as an eligible project under the program equipment powered by a diesel engine certified to the cleanest available emission level to replace the baseline equipment for a heavy-duty off-road equipment replacement project that involves farm equipment and the baseline equipment is powered by an uncontrolled gasoline engine, as specified.		Appropriations (text 3/21/2019) Support Oppose
AB 1594 Bauer-Kahan D Heavy-duty vehicles: electric vehicle charging stations: ports.	4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects. This bill would require the state board to ensure at least 2 electric vehicle charging stations for heavy-duty vehicles are installed at each of the Ports of Long Beach, Los Angeles, and Oakland, as specified.		

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AB 1605 Ting D City and County of San Francisco: Crooked Street Reservation and Pricing Program.	7/10/2019- S. THIRD READING 7/10/2019-Read second time. Ordered to third reading.	Existing law prohibits a local authority from enacting or enforcing an ordinance or resolution on matters covered by the Vehicle Code unless expressly authorized by the Vehicle Code. Existing law authorizes local authorities, for highways under their jurisdiction, to adopt rules and regulations by ordinance or resolution regarding specified matters, including, among others, prohibiting entry to, or exit from, or both entry to or exit from, any street by means of certain roadway design features to implement the circulation element of a general plan. Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for extra legal loads, after December 31, 1990, unless the local agency imposed the fee before June 1, 1989. This bill would make legislative findings and declarations as to the necessity of a special statute for the City and County of San Francisco. This bill contains other existing laws.		Floor Analyses (text 6/13/2019) Support Oppose

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

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

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AB 1717 Friedman D Transit-Oriented Affordable Housing Funding Program Act.	5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)	<p>Existing law authorizes the legislative body of a city or a county to propose the establishment of an enhanced infrastructure financing district, in accordance with specified procedures, to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided. The bill would require that the city council or board of supervisors serve as the governing board of the district and, in that capacity, prepare and adopt a transit-oriented affordable housing financing plan. The bill would authorize a district to designate program areas. The bill would authorize the district to provide program funding to multifamily housing developments, as defined, within those program areas that meet specified requirements, including that the housing include a minimum percentage of units that are restricted to very lower, low, or moderate income households, and that the development receives to preliminary approval from CalHFA, as provided. The bill would require that program funding be used for the acquisition, construction, or rehabilitation of housing for very low income households and persons and families of low or moderate income. The bill would authorize the transit-oriented affordable housing financing plan to include a provision for the division of taxes with respect to those properties selected for participation. The bill would establish a maximum amount of program funding, and a maximum term for the division of taxes, for multifamily housing developments based on the percentage of very low, lower, or moderate income units included. This bill contains other related provisions and other existing laws.</p>		Appropriations (text 4/10/2019) Support Oppose

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AB 1748 Bonta D California Family Rights Act: flight crews.	6/25/2019- S. THIRD READING 6/25/2019-Read second time. Ordered to third reading.	Existing law, the Moore-Brown-Roberti Family Rights Act, or the California Family Rights Act (CFRA), makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period to bond with a new child or care for themselves or a family member, as specified. Existing law makes this leave available to an employee with more than 12 months of service with the employer and at least 1,250 hours of service with the employer within the last 12 months. This bill would amend the 1,250 hours of service requirement as applied to airline flight deck or cabin crew employees, as defined, in a manner consistent with the federal Family and Medical Leave Act of 1993. The bill would authorize the Department of Fair Employment and Housing to adopt regulations to calculate leave available to flight crew employees under these provisions.		Floor Analyses (text 3/25/2019) Support Oppose

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AB 1763 Chiu D Planning and zoning: density bonuses: affordable housing.	8/20/2019-S. THIRD READING 8/20/2019-Read second time. Ordered to third reading.	Existing law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the jurisdictional boundaries of that city or county 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 agrees to construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents and meets other requirements. Existing law provides for the calculation of the amount of density bonus for each type of housing development that qualifies under these provisions. This bill would additionally require a density bonus to be provided to a developer who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for lower income households, as defined. However, the bill would provide that a housing development that qualifies for a density bonus under its provisions may include up to 20% of the total units for moderate-income households, as defined. The bill would also require that a housing development that meets these criteria receive 4 incentives or concessions under the Density Bonus Law and, if the development is located within ½ of a major transit stop, a height increase of up to 3 additional stories or 33 feet. The bill would generally require that the housing development receive a density bonus of 80%, but would exempt the housing development from any maximum controls on density if it is located within ½ mile of a major transit stop. The bill would prohibit a housing development that receives a waiver from any maximum controls on density under these provisions from receiving a waiver or reduction of development standards pursuant to existing law, other than as expressly provided in the bill. The bill would also make various nonsubstantive changes to the Density Bonus Law. This bill contains other related provisions and other existing laws.		Floor Analyses (text 8/13/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1778 Boerner Horvath D Greenhouse Gas Reduction Fund: investment plan.	5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the moneys from the fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the act, as specified. This bill would make technical, nonsubstantive changes to those provisions.		
AB 1810 Committee on Transportation Transportation: omnibus bill.	8/30/2019-S. THIRD READING 8/30/2019-From committee: Do pass. (Ayes 7. Noes 0.) (August 30). Read second time. Ordered to third reading.	(1)Existing law authorizes the Department of General Services, until January 1, 2021, to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, using specifications and criteria developed in consultation with the Department of Transportation. Existing law defines "best value procurement" as a contract award determined by objective criteria related to price, features, functions, and life-cycle costs. Existing law limits the total value of vehicles and equipment purchased through this best value procurement authorization to \$20,000,000 annually. This bill would extend, until January 1, 2022, the Department of General Services authorization to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation. The bill would also increase the cap on the total value of vehicles and equipment purchased through this best value procurement authorization to \$50,000,000 each fiscal year. This bill contains other related provisions and other existing laws.		Floor Analyses (text 8/12/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1824 Committee on Natural Resources California Environmental Quality Act.	8/30/2019- S. SECOND READING 8/30/2019-From inactive file. Ordered to second reading.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, until January 1, 2025, exempt from CEQA the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission determines that the crossing presents a threat to public safety. The bill would make this exemption inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. The bill would require the lead agency to file the notice of exemption with specified public entities. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Floor Analyses (text 3/12/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
ACA 1 Aguiar-Curry D Local government financing: affordable housing and public infrastructure: voter approval.	5/20/2019- A. THIRD READING 8/19/2019-Read third time. Refused adoption. Motion to reconsider made by Assembly Member Aguiar-Curry.	(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.This bill contains other related provisions and other existing laws.	Support	Floor Analysis (text 3/18/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 1 Atkins D California Environmental, Public Health, and Workers Defense Act of 2019.	8/21/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 13. Noes 5.) (August 30).	(1)The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate.This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as specified. By imposing new duties on local agencies, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		Appropriations (text 7/1/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 4 McGuire D Housing.	4/26/2019-S. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was GOV. & F. on 4/2/2019)(May be acted upon Jan 2020)	<p>(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing.This bill would authorize a development proponent of a neighborhood multifamily project or eligible transit-oriented development (TOD) project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily unit of up to 2 residential dwelling units in a nonurban community, as defined, or up to 4 residential dwelling units in an urban community, as defined, that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would define an “eligible TOD project” as a project located in an urban community, as defined, that meets specified height requirements, is located within 1/2 mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. The bill would require specified TOD projects to comply with specified affordability, prevailing wage, and skilled and trained workforce requirements. The bill would also define “eligible parcel” to mean a parcel located within a city or county that has unmet regional housing needs and has produced fewer housing units than jobs over a specified period; is zoned to allow residential use and qualifies as an infill site; is not located within a historic district, coastal zone, very high fire hazard severity zone, or a flood plain; the development would not require the demolition of specified types of affordable housing; the parcel is not eligible for development under existing specified transit-oriented development authorizations; and the parcel in question has been fully reassessed on or after January 1, 2021, to reflect its full cash value, following a change in ownership.This bill contains other related provisions and other existing laws.</p>		<p>Environmental Quality (text 4/10/2019) Support California Alternative Payment Program Association Oppose Associated Builders and Contractors, Inc.</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 5 Beall D Affordable Housing and Community Development Investment Program.	8/21/2019- A. APPR. SUSPENSE FILE 8/30/2019- Coauthors revised. From committee: Do pass. (Ayes 12. Noes 6.) (August 30).	Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities. This bill would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program. This bill contains other related provisions and other existing laws.		Appropriations (text 8/12/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 6 Beall D Residential development: available land.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass. (Ayes 18. Noes 0.) (August 30).	Existing law requires each state agency to make a review of all proprietary state lands over which it has jurisdiction, subject to certain exceptions, and to report to the Department of General Services on those lands in excess of its foreseeable needs. Existing law requires the jurisdiction over lands reported excess to be transferred to the department upon request. Existing law requires the Department of General Services to report to the Legislature annually on the lands declared excess. Existing law requires a city or county to have a general plan for development with a housing element and to submit the housing element to the Department of Housing and Community Development prior to adoption or amendment. Existing law requires that the housing element include an inventory of land suitable and available to residential development, as specified. This bill would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. The bill would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet website. The bill would require for any housing element adopted on or after January 1, 2021, that an electronic copy of the inventory of land suitable for residential development be submitted to the Department of Housing and Community Development. By requiring local governments to electronically submit the inventory of land suitable for residential development to the department, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Appropriations (text 4/23/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 7 Portantino D State Highway Route 710: surplus residential and nonresidential property.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 17. Noes 0.) (August 30).	(1)Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. Under existing law, specified single-family residences must first be offered to their former owners or present occupants, as specified. Existing law also provides that tenants in good standing of nonresidential properties are given priority to purchase, at fair market value, the property they rent, lease, or otherwise legally occupy. This bill would require, for surplus nonresidential properties located within the State Route 710 corridor in the County of Los Angeles, that purchases of those properties by tenants in good standing be offered at fair market value as determined relative to the current use of the property if the tenant is a nonprofit organization or a city. This bill contains other related provisions and other existing laws.	Support	Appropriations (text 6/24/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 15 Portantino D Property tax revenue allocations: Local-State Sustainable Investment Program.	5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)	Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. Existing property tax law also reduces the amount of ad valorem property tax revenue that would otherwise be annually allocated to the county, cities, and special districts pursuant to these general allocation requirements by requiring, for purposes of determining property tax revenue allocations in each county for the 1992-93 and 1993-94 fiscal years, that the amount of property tax revenue deemed allocated in the prior fiscal year to the county, cities, and special districts be reduced in accordance with certain formulas. Existing property tax law requires that the revenues not allocated to the county, cities, and special districts as a result of these reductions be transferred to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to school districts, community college districts, and the county office of education. This bill would establish the Local-State Sustainable Investment Program, which would be administered by the Department of Finance. The bill would authorize a city, a county, or a specified joint powers agency that meets specified eligibility criteria to apply to the Department of Finance for funding for projects that further certain purposes, including increasing the availability of affordable housing. The bill would require that funding under the program be provided by an allocation of ad valorem property tax revenues, as provided, and would limit the amount of funding approved under the program to \$200,000,000 per fiscal year and \$1,000,000,000 total. This bill contains other related provisions and other existing laws.		Appropriations (text 4/24/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 35 Chang R Human trafficking: California ACTS Task Force.	7/3/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 18. Noes 0.) (August 30).	Existing law makes a person who deprives or violates the personal liberty of another with the intent to obtain forced labor or services guilty of the crime of human trafficking and subject to imprisonment and a specified fine. This bill would establish the California Alliance to Combat Trafficking and Slavery (California ACTS) Task Force to collect and organize data on the nature and prevalence of trafficking in persons in California. The bill would require the task force to examine collaborative models between local and state governments and nongovernmental organizations for protecting victims of trafficking, among other, related duties. Under the bill, the task force would be comprised of specified state officials and specified individuals who have expertise in human trafficking or provide services to victims of human trafficking, as specified. The bill would require the task force to hold its first meeting no later than July 1, 2020, and would require the task force to meet at least 4 times. The bill would require the task force to report specified findings and recommendations to the Legislature by March 31, 2023, and additional findings and recommendations to the Governor, the Attorney General, and the Legislature by July 1, 2023. This bill contains other related provisions.		Appropriations (text 6/20/2019) Support Oppose

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SB 43 Allen D Carbon intensity and pricing: retail products.	7/10/2019-A. 2 YEAR 7/10/2019-Failed Deadline pursuant to Rule 61(a)(10). (Last location was REV. & TAX on 6/24/2019)(May be acted upon Jan 2020)	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified. This bill contains other existing laws.	Work with Author	Revenue And Taxation (text 7/1/2019) Support Alameda County Waste Management Authority Fossil Free California South Bay 350 Los Angeles The Nature Conservancy Oppose None

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 44 Skinner D Medium- and heavy-duty vehicles: comprehensive strategy.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass. (Ayes 14. Noes 4.) (August 30).	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. This bill would require the state board, no later than January 1, 2021, and at least every 5 years thereafter, in consultation with the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development and in collaboration with relevant stakeholders, to update the state board's 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium-duty and heavy-duty vehicles in the state for the purpose of bringing the state into compliance with federal ambient air quality standards and reducing motor vehicle greenhouse gas emissions from the medium-duty and heavy-duty vehicle sector. The bill would require the state board to recommend reasonable and achievable goals, based on specified factors, for reducing emissions from medium-duty and heavy-duty vehicles by 2030 and 2050, respectively, as part of the comprehensive strategy. The bill also would require the state board to include other specified information in the updates to the 2016 mobile source strategy. The bill would authorize the state board to establish a process to identify medium-duty and heavy-duty vehicle segments that can more quickly reduce motor vehicle emissions, consistent with the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, with a beachhead market analysis. This bill contains other existing laws.		Appropriations (text 6/19/2019) Support Oppose

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

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SB 50 Wiener D Planning and zoning: housing development: streamlined approval: incentives.	6/4/2019-S. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)	(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit.This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site.This bill contains other related provisions and other existing laws.		Appropriations (text 5/1/2019) Support Oppose

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SB 59 Allen D California Transportation Commission: advisory committee: autonomous vehicle technology.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019- August 30 hearing: Held in committee and under submission.	Existing law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology. The bill would require the council to consist of at least 22 members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. The bill would require the council to gather public comment on issues and concerns related to autonomous vehicles and to submit, among other things, recommendations for statewide policy changes and updates to the Legislature no later than January 1, 2022, and to submit a report of its recommendations biannually thereafter, or more frequently at the commission's discretion. The bill would require the council to create subcommittees focused on or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state's environmental, public health, and energy objectives, as specified. The bill would require the subcommittee to submit policy recommendations to the council and the Legislature by January 1, 2022, and to make those recommendations publicly available. The bill would repeal these provisions on January 1, 2030.		Appropriations (text 7/3/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 127 Wiener D Transportation funding: active transportation: complete streets.	8/21/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 13. Noes 5.) (August 30).	(1)Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users.This bill would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan described in number (2) below and to establish interim goals, objectives, and actions to meet the department’s transportation mode shift goals, as specified.This bill contains other related provisions and other existing laws.		Appropriations (text 7/1/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 128 Beall D Public contracts: Best Value Construction Contracting for Counties Pilot Program.	8/28/2019- S. UNFINISHED BUSINESS 8/28/2019-Action From GOV. & F.: Recomended concurrence in Assembly amendments.	Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before January 1, 2020. Existing law repeals the pilot program provisions on January 1, 2020. This bill would authorize the County of Santa Clara and the County of Monterey to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. The bill, instead, would require the board of supervisors of a participating county to submit the report described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. By expanding the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Floor Analyses (text 7/10/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 137 Dodd D Federal transportation funds: state exchange programs.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 18. Noes 0.) (August 30).	Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for State Highway Account funds appropriated to the department. This bill contains other existing laws.		Appropriations (text 6/18/2019) Support Oppose
SB 142 Wiener D Employees: lactation accommodation.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 13. Noes 4.) (August 30).	(1)The California Building Standards Law provides for the adoption of building standards by state agencies by requiring all state agencies that adopt or propose adoption of any building standard to submit the building standard to the California Building Standards Commission for approval and adoption. The commission is required to adopt specific building standards, including standards for graywater systems and electric vehicle charging infrastructure. Existing law requires the commission to publish, or cause to be published, editions of the California Building Standards Code in its entirety once every 3 years. This bill would require the commission to develop and propose for adoption building standards for the installation of lactation space for employees using the Lactation in the Workplace Ordinance adopted in the San Francisco Police Code as the starting point and amending those standards as necessary. This bill contains other related provisions and other existing laws.		Appropriations (text 7/3/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 147 Beall D High-Speed Rail Authority.	7/12/2019-A. 2 YEAR 7/12/2019-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/2/2019)(May be acted upon Jan 2020)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.		Floor Analyses (text 1/18/2019) Support Oppose
SB 152 Beall D Active Transportation Program.	5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)	Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population. Existing law requires the commission to develop guidelines and project selection criteria for the program in consultation with various agencies and interested parties. To ensure that MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection criteria. Existing law requires the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. This bill would require that 60% of available funds be awarded to projects	Oppose Unless Amended	Appropriations (text 4/25/2019) Support Oppose

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		<p>selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis. The bill would require, rather than authorize, the commission to adopt separate guidelines for the MPOs to ensure that they have sufficient discretion to adopt regional guidelines and would not limit those guidelines to project selection criteria. The bill would authorize an MPO to perform its own competitive project selection process in accordance with the regional guidelines adopted by the commission, or to request the commission to perform the competitive project selection process on the MPO's behalf in accordance with guidelines adopted by the commission for the projects awarded in small urban and rural regions and on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds as a lump sum to the department for disbursement to each MPO for award to projects selected by the applicable MPO, unless the MPO requests the commission to conduct the competitive selection process on behalf of the MPO. The bill would authorize the commission to authorize the department to allocate a portion of the funds in the small urban and rural and the statewide distribution categories and, if the MPO requests the commission to perform the competitive project selection process on its behalf, to allocate a portion of those funds. The bill would make the provisions of the bill apply only to the 5th and successive funding cycles of the Active Transportation Program.</p>		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 191 Morrell R Land use: housing element.	1/30/2019-S. RLS. 2/6/2019- Referred to Com. on RLS.	The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law.		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 210 Leyva D Heavy-Duty Vehicle Inspection and Maintenance Program.	8/21/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 13. Noes 4.) (August 30).	(1)Existing law requires the State Air Resources Board, in consultation with the Bureau of Automotive Repair and a specified review committee, to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive emissions of smoke. Existing law requires the state board, in consultation with the State Energy Resources Conservation and Development Commission, to adopt regulations requiring heavy-duty diesel motor vehicles to use emission control equipment and alternative fuels.This bill would require the state board, in consultation with the bureau and other specified entities, to implement a pilot program that develops and demonstrates technologies that show potential for readily bringing heavy-duty vehicles into an inspection and maintenance program. The bill would require the state board, no later than 2 years after the completion of the pilot program, to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles, as specified. The bill would authorize the state board, upon the statutory approval of the Legislature, to assess a fee and penalties as part of the program, as specified. The bill would require the state board, by January 10, 2022, to submit a proposed schedule of fees, as part of the Governor’s proposed budget to the Joint Legislative Budget Committee for approval by the Legislature by statute. The bill would create the Truck Emission Check (TEC) Fund, with all the moneys deposited in the fund to be available upon appropriation. The bill would require the state board, at least 60 days prior to the first hearing of the state board to consider the adoption of any rules or regulations initially implementing the program, to submit those proposed rules and regulations to the Joint Legislative Budget Committee and to the appropriate policy committees of the Legislature.This bill contains other related provisions and other existing laws.		Appropriations (text 6/24/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 211 Beall D State highways: leases.	8/21/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass. (Ayes 18. Noes 0.) (August 30).	Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease certain property, including the area above or below a state highway, and certain property held for future highway purposes, to public agencies under specified terms and conditions. Existing law also authorizes the department to lease airspace under a freeway, or real property acquired for highway purposes, located in various cities and counties, that is not excess property, to specified entities for certain purposes, including for purposes of an emergency shelter or feeding program, subject to certain conditions. This bill would authorize the department to offer for lease to a city, county, political subdivision of a city or county, or state agency airspace and real property acquired for highway purposes that meets certain requirements for purposes of a temporary emergency shelter or feeding program. The bill would require the entity that enters into the lease to pay certain costs to the department including \$1 per month for the lease and an annual administrative fee of up to \$5,000, or no more than the department's cost of administering the lease, not to exceed \$15,000. The bill would authorize the lease to be terminated without penalty if the department determines the airspace or real property is needed for departmental purposes, as specified. The bill would require the lease to contain other specified terms and conditions. The bill would repeal these provisions on January 1, 2029.		Appropriations (text 8/15/2019) Support Oppose

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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 241 Moorlach R Personal Income Tax: California Voluntary Contribution Program.	5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)	Existing law authorizes taxpayers to designate amounts in excess of their personal income tax liability for the support of specified voluntary contribution funds. Existing law also contains administrative provisions generally applicable to a new or extended voluntary contribution. Existing law provides for various voluntary contribution funds to be listed on the personal income tax return, including the California Firefighters' Memorial Fund and the California Peace Officer Memorial Foundation Fund, which are both repealed on January 1, 2021, except as otherwise provided. This bill would remove the repeal dates for the California Firefighters' Memorial Fund and the California Peace Officer Memorial Foundation Fund, thereby allowing those voluntary contribution funds to be listed on the personal income tax return indefinitely. This bill contains other related provisions and other existing laws.		Appropriations (text 4/29/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 266 Leyva D Public Employees' Retirement System: disallowed compensation: benefit adjustments.	8/21/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 18. Noes 0.) (August 30).	(1)Existing law, the Public Employees' Retirement Law (PERL), establishes the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system, based on final compensation, credited service, and age at retirement, subject to certain variations. PERL authorizes a public agency to contract to make its employees members of PERS and prescribes a process for this. PERS is administered by its board of administration, which is responsible for correcting errors and omissions in the administration of the system and the payment of benefits. Existing law requires the board to correct all actions taken as a result of errors or omissions of the state or a contracting agency, in accordance with certain procedures. This bill would establish new procedures under PERL for cases in which PERS determines that the benefits of a member or annuitant are, or would be, based on disallowed compensation that conflicts with PEPRA and other specified laws and thus impermissible under PERL. The bill would also apply these procedures retroactively to determinations made on or after January 1, 2017, if an appeal has been filed and the employee member, survivor, or beneficiary has not exhausted their administrative or legal remedies. At the threshold, after determining that compensation for an employee member reported by the state, school employer, or a contracting agency is disallowed, the bill would require the applicable employer to discontinue the reporting of the disallowed compensation. The bill would require that contributions made on the disallowed compensation, for active members, be credited against future contributions on behalf of the state, school employer, or contracting agency that reported the disallowed compensation and would require that the state, school employer, or contracting agency return to the member any contributions paid by the member or on the member's behalf. This bill contains other related provisions and other existing laws.		Appropriations (text 8/14/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 277 Beall D Road Maintenance and Rehabilitation Program: Local Partnership Program.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 15. Noes 1.) (August 30).	Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to annually deposit 85% of these funds into the Local Partnership Formula Subaccount, which the bill would create, and 15% of these funds in the Small Counties and Uniform Developer Fees Competitive Subaccount, which the bill would create. The bill would require the commission to apportion the funds in the Local Partnership Formula Subaccount pursuant to a specified formula to local or regional transportation agencies that meet certain eligibility requirements. The bill would require the commission to allocate funds in the Small Counties and Uniform Developer Fees Competitive Subaccount through a competitive grant program to local or regional transportation agencies that meet other eligibility requirements. The bill would require the commission, in conjunction with transportation planning agencies and county transportation commissions, and in consultation with other local agencies, to develop separate guidelines for the apportionment or allocation of the funds in each subaccount that, among other things, establish the types of eligible projects consistent with specified requirements. In order to receive an apportionment of funds from the Local Partnership Formula Subaccount from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a list of projects proposed to be funded with the funds. The bill would require the commission to approve a project list submitted by a local or regional transportation agency unless a project identified in the project list is not consistent with the project eligibility guidelines.		Appropriations (text 7/1/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 279 Galgiani D High-Speed Rail Authority: supplemental business plan.	4/26/2019-S. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/3/2019)(May be acted upon Jan 2020)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. Existing law requires the authority to prepare, publish, adopt, and submit to the Legislature a business plan containing specified elements, by May 1, 2014, and every 2 years thereafter. This bill would require the authority to develop and adopt a supplemental business plan for the estimated cost of completing the section of the high-speed rail system located between the City of Merced and the northern end of the initial operating segment in the County of Madera on or before February 1, 2020, and submit the supplemental business plan to the Director of Finance, a specified peer review group, and certain legislative committees.		
SB 315 Hertzberg D Governor's Office of Business and Economic Development: taxation: gross income exclusions: opportunity zones.	7/10/2019-A. 2 YEAR 7/10/2019-Failed Deadline pursuant to Rule 61(a)(10). (Last location was REV. & TAX on 7/1/2019)(May be acted upon Jan 2020)	Existing law authorizes the Governor's Office of Business and Economic Development to develop content on its internet website or through other mediums to be used for public dissemination, through outreach activities, in order to provide information and resources to inform the general public about place-based and other geographically targeted economic development programs, including California Promise Zones and California Opportunity Zones. Existing law requires the Governor's Office of Business and Economic Development to convene, at least annually, representatives from various programs and agencies across the state and from various federal programs and agencies for the purpose of discussing how California can leverage Promise Zones and Opportunity Zones to meet state and local community and economic development needs. This bill would enact the California		Revenue And Taxation (text 6/25/2019) Support None Oppose None

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		<p>Opportunity Zone Authority Act, which would create within state government the California Opportunity Zone Authority Board consisting of 7 members, including the Treasurer who the bill would require to serve as chair. The bill would require the board to incorporate or form a qualified opportunity fund, as specified, known as the California Qualified Opportunity Fund, for the purpose of making allocations to cities and counties that will invest in California Opportunity Zones, as provided. The bill, subject to specified limitations, would require the board to solicit investments on or after January 1, 2020, and before January 1, 2025, of eligible capital gains for deposit in the fund, and would prohibit investments of eligible capital gains in the fund on or after January 1, 2025. The bill would require moneys in the fund to be continuously appropriated to the board, without regard to fiscal year, for purposes of administering the act, thereby making an appropriation. The bill would require the board to develop and implement investment policy and objectives for the allocation of moneys and to allocate moneys to cities and counties that apply to the board consistent with this policy and other specified criteria, as provided. The bill would also require the board to develop a risk management and oversight program to, among other things, monitor risk levels. The bill would authorize the board to employ staff and adopt regulations necessary to implement the act. The bill would provide that the board and the State of California are not be liable for investment losses of the fund. This bill contains other related provisions and other existing laws.</p>		

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SB 319 Moorlach R State highways: Department of Transportation: German autobahn report.	4/23/2019-S. RLS. 4/23/2019- Withdrawn from committee. Re-referred to Com. on RLS.	Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law prohibits a person from driving a vehicle upon a highway with a speed limit established pursuant to specified provisions at a speed greater than that speed limit. Existing law prohibits a person from driving a vehicle upon a state highway at a speed greater than 65 miles per hour. This bill would require the department, on or before January 1, 2021, to submit a report that includes policy recommendations to the Legislature and the California Transportation Commission on any potential advantages of the German autobahn system compared to California's state highway system and on the feasibility of implementing those potential advantages in California, as specified.		
SB 336 Dodd D Transportation: fully-automated transit vehicles.	7/12/2019-A. 2 YEAR 7/12/2019-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/24/2019)(May be acted upon Jan 2020)	Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. Existing law imposes various requirements on transit operators. This bill would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.		Floor Analyses (text 4/29/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 355 Portantino D Joint powers agencies: Clean Power Alliance of Southern California: meetings.	8/27/2019- S. ENROLLED 8/27/2019- Enrolled and presented to the Governor at 3 p.m.	<p>The Joint Exercise of Powers Act authorizes 2 or more public agencies, if each is authorized by their respective legislative bodies, to enter into an agreement to jointly exercise any power common to those 2 agencies. This bill would authorize the Clean Power Alliance of Southern California, or its successor entity, to adopt a policy or bylaw or include in its joint power agreement a provision that authorizes both (1) a designated alternate member of its legislative body who is not a member of the legislative body of a local agency member, and who is attending a properly noticed meeting of the Clean Power Alliance of Southern California, or its successor entity, in lieu of a local agency member's regularly appointed member to attend closed sessions of the Clean Power Alliance of Southern California, or its successor entity, and (2) a designated alternate member of its legislative body, who is not a member of the legislative body of the local agency member, to disclose information obtained in a closed session that has direct financial or liability implications for the local agency member for which the designated alternate member attended the closed session, to legal counsel of the local agency member for specified purposes or to members of the legislative body of the local agency present in a closed session, as specified. The bill would otherwise require all information that is received by a designated alternate member of the legislative body of the Clean Power Alliance of Southern California, or its successor entity, who is not a member of the legislative body of a local agency member, and that is presented to the Clean Power Alliance of Southern California, or its successor entity, in closed session, to be confidential. The bill would require the Clean Power Alliance of Southern California, or its successor entity, to establish policies to prevent conflicts of interest and to address breaches of confidentiality that apply to a designated alternate member who is not a member of the legislative body of a local agency member who attends a closed session of the Clean Power Alliance of Southern California, or its successor entity, if the Clean Power Alliance of Southern California, or its successor entity, exercises the above-described authority provided by this bill. The bill would repeal these provisions on January 1, 2025. This bill contains other related provisions and other existing laws.</p>		Floor Analyses (text 7/10/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 363 Pan D Workplace safety.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass. (Ayes 18. Noes 0.) (August 30).	(1)Existing law generally grants to the Division of Occupational Safety and Health jurisdiction over every employment and place of employment necessary to adequately enforce and administer all laws, standards, and orders. Existing law creates the Occupational Safety and Health Standards Board and, among other things, requires it to adopt standards developed by the division relating to workplace violence prevention plans at hospitals.This bill would require the State Department of State Hospitals, the State Department of Developmental Services, or the Department of Corrections and Rehabilitation to report the total number of assaults against employees at each facility operated by the respective department monthly to the bargaining unit of an employee affected by an assault. The bill would require that each department also report this information to the Legislature and the chairs of certain committees annually, as specified. The bill would prescribe the information to be reported and would require that the information protect the confidentiality of certain parties. The bill would define terms for the purposes of these provisions.This bill contains other related provisions and other existing laws.		Appropriations (text 4/8/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 397 Glazer D Public transit operators: passengers with pets: evacuation orders.	8/15/2019- A. THIRD READING 8/15/2019-Read second time. Ordered to third reading.	Existing law imposes various requirements on transit operators. Existing law prohibits a person from doing any of specified acts with respect to the property, facilities, or vehicles of a transit district, including, among other things, interfering with the operator or operation of a transit vehicle, or impeding the safe boarding or alighting of passengers. This bill would require the Office of Emergency Services and the Department of Food and Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices. By creating new duties for public transit operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Floor Analysis (text 6/17/2019) Support Oppose
SB 400 Umberg D Reduction of greenhouse gases emissions: mobility options.	8/27/2019- S. ENROLLED 8/27/2019- Enrolled and presented to the Governor at 3 p.m.	Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Existing law defines specified terms, including "mobility option", which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that "mobility option" also includes bike sharing and electric bicycles.		Floor Analysis (text 2/20/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 438 Hertzberg D Emergency medical services: dispatch.	8/12/2019- A. THIRD READING 8/12/2019-Read second time. Ordered to third reading.	Existing law, the Warren-911-Emergency Assistance Act, requires every local public agency to establish within its jurisdiction a basic emergency telephone system that includes, at a minimum, police, firefighting, and emergency medical and ambulance services. Existing law authorizes a public agency to incorporate private ambulance service into the system. This bill would prohibit a public agency from delegating, assigning, or contracting for "911" emergency call processing services for the dispatch of emergency response resources unless the delegation or assignment is to, or the contract or agreement is with, another public agency. The bill would exempt from that prohibition a public agency that is a joint powers authority that delegated, assigned, or contracted for "911" call processing services on or before January 1, 2019, under certain conditions. The bill would also authorize a public agency that delegated, assigned, or contracted for "911" call processing services on or before January 1, 2019, to continue to do so with the concurrence of the public safety agencies that provide prehospital emergency medical services. If a public safety agency does not concur with the public agency to continue to delegate, assign, or contract for those services, the bill would authorize the public agency to continue to delegate, assign, or contract for those services for the remaining concurring public safety agencies. The bill would state the Legislature's intent to affirm and clarify a public agency's duty and authority to develop emergency communication procedures and respond quickly to a person seeking emergency services through the "911" emergency telephone system. This bill contains other related provisions and other existing laws.		Floor Analysis (text 7/11/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 498 Hurtado D Trade Corridors Improvement Fund: grant program: short-line railroads.	7/10/2019-A. 2 YEAR 7/10/2019-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/6/2019)(May be acted upon Jan 2020)	The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF), created by the bond act. The bond act makes the moneys in the TCIF available, upon appropriation in the annual Budget Act by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight movement, as determined by the commission. Existing law designates the commission as the administrative agency responsible for programming funds in the TCIF and authorizes the commission to adopt guidelines for the TCIF program. This bill would require the commission, upon appropriation by the Legislature of funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select grant recipients.		Floor Analyses (text 5/21/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 504 Monning D State highways: Route 1: relinquishment.	8/14/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass. (Ayes 18. Noes 0.) (August 30).	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for the California Transportation Commission to adopt a highway on an authorized route. Existing law requires the commission to relinquish to local agencies state highway portions that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. This bill would authorize the commission to relinquish to the City of Pismo Beach the portion of Route 1 within its city limits if the department and the city enter into an agreement providing for that relinquishment, as specified.		Appropriations (text 6/18/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 526 Allen D Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.	5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May be acted upon Jan 2020)	(1)Existing law requires designated regional transportation planning agencies to prepare and adopt a regional transportation plan. Certain of these agencies are also designated under federal law as metropolitan planning organizations. Existing law requires a regional transportation plan to include a policy element, an action element, and a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law requires the state board to update those targets every 8 years. Existing law requires the state board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Under existing law, the action element of a regional transportation plan describes the programs and actions necessary to implement the plan and assigns implementation responsibilities.This bill would require the state board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target. The bill would require the action element prepared by a metropolitan planning organization to identify near and long-term steps to be taken to implement a sustainable communities strategy and achieve the greenhouse gas emission reduction targets established by the state board. The bill would require the metropolitan planning organization to monitor progress toward implementing these steps and to report that progress to the state board for purposes of the above-described report.This bill contains other related provisions and other existing laws.		Appropriations (text 4/30/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 664 Allen D Electronic toll and transit fare collection systems.	8/28/2019- A. RLS. 8/28/2019-Action From APPR.: Do pass.To RLS..	(1)Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards.This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.This bill contains other related provisions and other existing laws.	Support	Appropriations (text 8/13/2019) Support Oppose
SB 677 Allen D Retail food safety: nonlatex gloves.	8/27/2019- S. ENROLLED 8/27/2019- Enrolled and presented to the Governor at 3 p.m.	Existing law, the California Retail Food Code, establishes uniform health and sanitation standards for retail food facilities and delegates the enforcement of those standards to the State Department of Public Health and local health agencies. Existing law requires that food employees minimize bare hand and arm contact with nonprepackaged food that is in a ready-to-eat form. Existing law requires food employees to use utensils, including gloves, in certain situations, such as assembling ready-to-eat food. Existing law requires food employees to wear single-use gloves when contacting food and food-contact surfaces under certain conditions, including if an employee has cuts, sores, or rashes. A violation of these provisions is punishable by a fine of at least \$25 and up to \$1,000, or by imprisonment in a county jail for up to 6 months, or both.This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.This bill contains other existing laws.		Floor Analysis (text 5/16/2019) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 732 Allen D Transactions and use tax: South Coast Air Quality Management District.	5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/30/2019)(May be acted upon Jan 2020)	(1)Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board to govern the district.This bill would authorize the south coast district board to impose a transactions and use tax within the boundaries of the south coast district, as specified, with the moneys generated from the transactions and use tax to be used to supplement existing revenues being used for south coast district purposes, as specified.This bill contains other related provisions.		Governance And Finance (text 3/27/2019) Support Breathe California of Los Angeles Climate Resolve Coalition for Clean Air Environmental Defense Fund MoveLA Pacific Merchant Shipping Association Oppose Building Owners and Managers Association of California California Business Properties Association California Business Roundtable California Independent Petroleum Association California Manufacturers and Technology Association California Taxpayers Association International Council of Shopping Centers Kern County Taxpayers Association NAIOP of California Orange County Taxpayers Association San Bernardino County Transportation Authority Solano County Taxpayers Association

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SB 739 Stern D Climate change: research, development, and demonstration: financial assistance.	2/22/2019-S. RLS. 3/14/2019- Referred to Com. on RLS.	Existing law requires the State Energy Resources Conservation and Development Commission to develop and implement the Electric Program Investment Charge program for the purpose of awarding funds to projects that may lead to technological advancement and breakthroughs to overcome barriers that prevent the achievement of the state's statutory energy goals and that may result in a portfolio of projects that are strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. The bill would state the intent of the Legislature to enact legislation to establish a new model for providing agile financial assistance for research, development, and demonstration of climate change mitigation technologies with transformational potential. This bill contains other existing laws.		
SB 749 Durazo D California Public Records Act: trade secrets.	7/10/2019- A. APPR. SUSPENSE FILE 8/30/2019-From committee: Do pass as amended. (Ayes 12. Noes 5.) (August 30).	The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. Existing law provides that nothing in the act requires the disclosure of corporate proprietary information including trade secrets, among other things. This bill would provide that specified records of a private industry employer that are prepared, owned, used, or retained by a public agency are not trade secrets and are public records, including certain records relating to employment terms and conditions of employees working for a private industry employer pursuant to a contract with a public agency, records of compliance with local, state, or federal domestic content requirements, and records of a private industry employer's compliance with job creation, job quality, or job retention obligations contained in a contract or agreement with a state or local agency. This bill contains other related provisions and other existing laws.		Appropriations (text 6/19/2019) Support Oppose

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SCA 1 Allen D Public housing projects.	8/30/2019- S. THIRD READING 8/30/2019-From committee: Be adopted. (Ayes 6. Noes 0.) (August 30). Read second time. Ordered to third reading.	The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.		Floor Analyses (text 12/3/2018) Support Oppose

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SCA 3 Hill D Property taxation: change in ownership: inheritance exclusion.	5/21/2019- S. INACTIVE FILE 5/21/2019- Ordered to inactive file on request of Senator Hill.	The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, “full cash value” is defined as the assessor’s valuation of real property as shown on the 1975–76 tax bill under “full cash value” or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. The California Constitution specifies various transfers that are not deemed to be a “purchase” or “change in ownership” of a property for these purposes, including the purchase or transfer of a principal residence from parents to their children, or, under certain circumstances, from grandparents to their grandchildren, and the purchase or transfer of the first \$1,000,000 of the full cash value of all other real property transferred from parents or grandparents to their children or grandchildren. This measure would limit the above-decried \$1,000,000 exclusion for purchases or transfers of real property other than a principal residence to purchases or transfers of nonresidential real property. The measure, except as provided, would provide that the transfer of the principal residence of a parent or grandparent is excluded from “purchase” or “change in ownership” under these provisions only if the transferee uses the residence as his or her principal residence within 12 months after the transfer. If the transferee subsequently ceases to use the residence as his or her principal residence, the measure would require that the residence be assessed at its full cash value as of the date of the transfer from the parent or grandparent to the transferee. The measure would provide that these changes apply to a purchase or transfer of real property on or after the effective date of the measure. The measure would also make various nonsubstantive changes.		Floor Analyses (text 12/4/2018) Support Oppose

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SJR 5 Beall D California transportation infrastructure.	8/26/2019-S. CONCURRENCE 8/26/2019-Read. Adopted. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.	This measure would urge the Congress and the President of the United States to work together to enact the robust bipartisan federal infrastructure legislation necessary to restore California's and other states' crumbling road and freight infrastructure, respond to growing traffic congestion, and increase investment in public transportation, most particularly, by expanding paratransit services for the elderly and those with special needs. The measure would additionally urge the Congress and the President of the United States to address the shortfall in the federal Highway Trust Fund by restoring the lost purchasing power of the federal fuel tax, in order to provide the long-term funding stability necessary for California and other states.		Floor Analyses (text 3/13/2019) Support Oppose

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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
SENATE BILL 352 Senator John Cornyn (R-TX) And Senator Mark Warner (D-VA)	“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT The U.S. Department of Transportation (USDOT) currently has a statutory cap (\$15 billion) on the amount of Private Activity Bonds available for approval to finance infrastructure projects. USDOT has issued and allocated a total of \$12.4 billion in Private Activity Bonds, leaving just over \$2.5 billion available nationwide. It is expected that future project approvals throughout the nation will continue to decrease the amount of Private Activity Bonds available. S. 352 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.	SENATE – REFERRED TO THE COMMITTEE ON FINANCE
H.R. 1139 U.S. Representative Grace Napolitano (D-El Monte)	THE TRANSIT WORKER AND PEDESTRIAN PROTECTION ACT Would give transit agencies two years to develop a Bus Operations Safety Risk Reduction Program in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT). The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs: <ul style="list-style-type: none"> • Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators • De-escalation training for bus operators • Modified bus specifications and retrofits to reduce visibility impairments • Driver assistance technology that reduces accidents • Installation of enhanced bus driver seating to reduce ergonomic injuries This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT’s National Transit Database (NTD).	7/29/18 – Metro Board approves Support Work With Author position for a similar bill House - Referred to the Subcommittee on Highways and Transit

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<p>Senate Bill 2164</p> <p>Rep. Julia Brownley (D-Ventura County)</p>	<p>THE GREEN BUS ACT OF 2019</p> <p>The bill would increase funding for the federal zero-emission bus grant programs. The bill would also give preference to agencies that have an approved plan to move their bus fleets to all zero-emission buses. Lastly, the bill would require that all federal funding be restricted to only zero-emission buses by 2029.</p>	<p>House - Referred to the Subcommittee on Highways and Transit</p>
<p>H.R. 4101/S. 2404</p> <p>Representative Karen Bass (CA-37) and U.S. Senator Kirsten Gillibrand</p>	<p>Build Local, Hire Local Act</p> <p>This bill would allow for geographic based hiring to take place on federally funded projects, among other provisions related to U.S. Employment Plan use, and transparency and accountability provisions related to Buy America. The legislation, if approved in its current form, would require the use of Local Hire on all federally funded infrastructure projects, not just projects funded through U.S. Department of Transportation. The bill includes an increase in the required set-aside for SBE and DBE participation for federally funded contracts. The bill also develops new best value procurement standards that give preference to bids that use the U.S. Employment Plan.</p>	<p>For Board consideration during September meetings</p> <p>POSITION: SUPPORT</p>
<p>S. 2302</p> <p>U.S. Senator John Barrasso (R-WY)</p>	<p>America's Transportation Infrastructure Act of 2019</p> <p>This bill reauthorizes, for a period of five years, the highway title and programs included in the surface transportation authorization bill. The ATIA is largely a bill that builds on the FAST Act – while making very few changes to existing formula funding programs. The bill would provide \$287 billion over five years (\$259 billion for formula programs), which represents an increase of 27% over the FAST Act authorized funding levels. The legislation authorizes over \$6 billion in new competitive grants for shovel ready bridge investments. The legislation provides \$5.5 billion for the Nationally Significant Freight and Highway Projects Program. The bill provides over \$4.9 billion over five years to protect roadways and bridges from natural disasters, such as extreme weather events. The legislation also authorizes \$125 million for a national research program and statewide pilot projects to test road usage fees and other alternatives to the existing 18.4 cent federal gas tax.</p>	<p>For Board consideration during September meetings</p> <p>POSITION: WORK WITH AUTHOR</p>

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