

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
May 2021
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 5 Fong R Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K-12 education: transfer.	1/11/2021- A. TRANS. 3/18/2021- Re-referred to Com. on TRANS.	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 in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023-24 and 2024-25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to augment funding for K-12 education and to support full-time in-person instruction for all students.		
AB 11 Ward D Climate change: regional climate change authorities.	1/11/2021- A. NAT. RES. 1/25/2021- Re-referred to Com. on NAT. RES.	Existing law requires the Strategic Growth Council, until October 1, 2029, to establish and administer a regional climate collaborative program to assist underresourced communities, as defined, in a region to access statewide public and other grant moneys, as specified, for climate change mitigation and adaptation projects. This bill would require the council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders. The bill would authorize the regional climate change authorities to engage in certain activities to address climate change. The bill would require the regional climate change authorities to annually submit to the council a report on their activities.		
AB 15 Chiu D	1/11/2021- A. H. & C.D.	(1)Existing law, the COVID-19 Tenant Relief Act of 2020, establishes certain procedural requirements and limitations on evictions for nonpayment of rent due to		

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COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.	1/11/2021- Referred to Com. on H. & C.D.	COVID-19 rental debt, as defined. The act, among other things, prohibits a tenant that delivers a declaration, under penalty of perjury, of COVID-19-related financial distress from being deemed in default with regard to the COVID-19 rental debt, as specified. Existing law defines COVID-19 rental debt as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and January 31, 2021. Existing law repeals the act on February 1, 2025. This bill would extend the definition of "COVID-19 rental debt" as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. The bill would also extend the repeal date of the act to January 1, 2026. The bill would make other conforming changes to align with these extended dates. By extending the repeal date of the act, the bill would expand the crime of perjury and create a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 16 Chiu D Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.	1/11/2021- A. H. & C.D. 1/13/2021- Re-referred to Com. on H. & C.D.	Existing law, the COVID-19 Tenant Relief Act of 2020, establishes certain procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. The act prohibits a tenant that delivers a declaration of COVID-19-related financial distress from being deemed in default with regard to the COVID-19 rental debt, as specified. Existing law defines COVID-19 rental debt as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and January 31, 2021. Existing law repeals the act on February 1, 2025. This bill would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing		

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		Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program. The bill would require the program be implemented only to the extent that funding is made available through the Budget Act. The bill would specify that it is the intent of the Legislature to prioritize the use of available federal funds before using General Fund moneys for the program.		
AB 29 Cooper D State bodies: meetings.	4/21/2021- A. APPR. SUSPENSE FILE 4/21/2021-In committee: Set, first hearing. Referred to suspense file.	Existing law, the Bagley-Keene Open Meeting Act, requires that all meetings of a state body, as defined, be open and public, and that all persons be permitted to attend any meeting of a state body, except as otherwise provided in that act. Existing law requires the state body to provide notice of its meeting, including specified information and a specific agenda of the meeting, as provided, to any person who requests that notice in writing and to make that notice available on the internet at least 10 days in advance of the meeting. This bill would require that notice to include all writings or materials provided for the noticed meeting to a member of the state body by the staff of a state agency, board, or commission, or another member of the state body that are in connection with a matter subject to discussion or consideration at the meeting. The bill would require those writings or materials to be made available on the state body's internet website, and to any person who requests the writings or materials in writing, on the same day as the dissemination of the writings and materials to members of the state body or at least 72 hours in advance of the meeting, whichever is earlier. The bill would prohibit a state body from discussing those writings or materials, or from taking action on an item to which those writings or materials pertain, at a meeting of the state body unless the state body has complied with these provisions.		Governmental Organization (text 12/7/ 2020) Support Oppose

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AB 33 Ting D Energy Conservation Assistance Act of 1979: energy storage systems and transportation electrification infrastructure.	4/21/2021- A. APPR. 4/29/2021- Read second time and amended.	The Warren-Alquist State Energy Resources Conservation and Development Act establishes the State Energy Resources Conservation and Development Commission (Energy Commission). Existing law requires the Energy Commission, working with the State Air Resources Board and the Public Utilities Commission, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The Energy Conservation Assistance Act of 1979 states the intent of the Legislature that the Energy Commission administer the State Energy Conservation Assistance Account to provide grants and loans to local governments and public institutions to maximize energy use savings, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency measures and programs in existing and planned buildings or facilities. This bill would require the Energy Commission, in administering the account, to provide grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems and expand the availability of transportation electrification infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and transportation electrification infrastructure measures and programs in existing and planned buildings or facilities. The bill would make changes to terminology used in the Energy Conservation Assistance Act of 1979. This bill contains other existing laws.		Committee On Utilities And Energy (text 3/16/2021) Support Oppose
AB 43 Friedman D	4/19/2021- A. APPR. 4/20/2021-	(1)Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by	Support	Transportation (text 3/22/2021) Support

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Traffic safety.	Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 19). Re-referred to Com. on APPR.	an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.(2)Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof. This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.(3)Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified. This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.(4)Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone. This		Oppose

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		<p>bill would change certain of these requirements related to the declaration of these lowered speed limits. The bill would similarly authorize a lowered speed limit on a section of highway approaching a business activity district, as defined.(5)Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. This bill would authorize a local authority to further reduce the speed limit, as specified, and require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.(6)Existing law defines a speed trap and prohibits evidence of a driver’s speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap. This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years. This bill would also exempt a senior zone and business activity district, as defined, from those provisions.(7)This bill would make other technical, nonsubstantive, and conforming changes.(8)By creating new duties for local authorities relating to traffic and engineering surveys, this bill would impose a state mandate. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill</p>		

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		contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		
AB 51 Quirk D Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.	1/11/2021- A. NAT. RES. 1/11/2021- Referred to Com. on NAT. RES.	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.		
AB 52 Frazier D California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.	1/11/2021- A. NAT. RES. 1/11/2021- Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 (act) 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, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires. The bill would also express the intent of the Legislature to appropriate		

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		an amount from the Greenhouse Gas Reduction Fund for wildfire mitigation and prevention. This bill contains other existing laws.		
AB 55 Boerner Horvath D	12/7/2020- A. PRINT 12/8/2020- From printer. May be heard in committee January 7.	Existing law promotes and develops the welfare of workers in California to improve working conditions and advance opportunities for profitable employment. Existing law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry. This bill would declare the intent of the Legislature to enact future legislation to ensure certain rights and benefits for telecommuting employees.		
Employment: telecommuting.				
AB 59 Gabriel D	1/11/2021- A. L. GOV. 1/11/2021- Referred to Coms. on L. GOV. and H. & C.D.	The Mitigation Fee Act authorizes a local agency to establish, increase, or impose a variety of fees, dedications, reservations, or other exactions for services, and in connection with the approval of a development project, as defined. Existing law prohibits a local agency from imposing fees for specified purposes, including fees for water or sewer connections, capacity charges, zoning variances or changes, use permits, and building inspections or permits, among others, that exceed the estimated reasonable cost of providing the service for which the fee is charged, unless voter approval is obtained. Existing law requires fees or service charges that create revenues in excess of actual cost to be used to reduce the fee or service charge. Existing law requires a local agency, before levying or increasing a fee or service charge, to hold at least one open and public meeting and requires that notice of the time and place of the meeting be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Existing law additionally requires the local agency to make available to the public, at least 10 days prior to the meeting, the data indicating the amount of cost, or estimated cost, required to provide the service for which the fee or service charge		
Mitigation Fee Act: fees: notice and timelines.				

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		<p>is levied and the revenue sources anticipated to provide the service, as specified. Existing law also authorizes the local agency to provide notice via electronic notification to those who specifically request it, and authorizes the legislative body of a local agency to establish a reasonable annual charge for sending notices based on the estimated cost of providing the service. This bill would increase, for fees and service charges and for fees for specified public facilities, the time for mailing the notice of the time and place of the meeting to at least 45 days before the meeting. The bill would require the local agency to make that information available to the public at least 30 days before the meeting. The bill would require a local agency to additionally make available to the public all of the data demonstrating the requisite relationship between the amount of a fee for public facilities and the need for the public facilities. The bill would require the data to also be made available to the public on the local agency's internet website. The bill would authorize interested parties to file an electronic request to receive the notice of the meeting time and place, and would require the local agency to mail or electronically send the notice as requested by the party. The bill would prohibit the legislative body of a local agency from establishing a reasonable annual charge for sending electronic notices. The bill would prohibit a local agency, when defending a protest or action filed for a fee or service charge, or for fees for specified public facilities, from using as evidence, or relying on in any way, data not made available to the public pursuant to these provisions. The bill would require revenues in excess of actual cost to be used to reimburse the payor of the fee or service charge. This bill contains other related provisions and other existing laws.</p>		
AB 64 Quirk D	1/11/2021- A. U. & E. 3/24/2021-	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their		

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Electricity: long-term backup electricity supply strategy.	Re-referred to Com. on U. & E. In committee: Set, first hearing. Hearing canceled at the request of author.	governing boards. Existing law establishes as 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. This bill would require the PUC, Energy Commission, and state board, in consultation with all balancing authorities, to additionally develop a strategy, by January 1, 2024, that achieves (1) a target of 5 gigawatthours of operational long-term backup electricity, as specified, by December 31, 2030, and (2) a target of at least an additional 5 gigawatthours of operational long-term backup electricity in each subsequent year through 2045. The bill would require the commission, by January 1, 2024, to submit the strategy developed in a report to the Legislature, and by January 1 of each 4th year thereafter, through January 1, 2044, would require the commission to submit a report to the Legislature detailing the progress made toward achieving the targets of the long-term backup electricity supply strategy. This bill contains other existing laws.		
AB 71 Rivas, Luz D Homelessness funding: Bring California Home Act.	4/19/2021- A. H. & C.D. 4/20/2021- From committee: Do pass and re-refer to Com. on H. & C.D. (Ayes 7. Noes 4.) (April 19).	(1)The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Existing federal law, for purposes of determining a taxpayer's gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer's global intangible low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions. The bill would exempt any regulation, standard, criterion,		Housing And Community Development (text 3/25/ 2021) Support Oppose

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	Re-referred to Com. on H. & C.D.	procedure, determination, rule, notice, or guideline established or issued by the Franchise Tax Board to implement its provisions from the rulemaking provisions of the Administrative Procedure Act.		
AB 96 O'Donnell D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	1/11/2021-A. TRANS. 4/8/2021-Coauthors revised.	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 in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20% of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology. The bill would define “near-zero-emission heavy-duty truck” and revise the definition for “zero-emission,” as provided. This bill contains other existing laws.		
AB 117 Boerner Horvath D Air Quality Improvement Program: electric bicycles.	4/28/2021-A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first hearing.	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law specifies the types of projects eligible to receive funding under the program. This		Transportation (text 3/24/2021) Support Active San Gabriel Valley Asian Pacific Islander Forward Movement Bicycle Kitchen/la Bici-

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				Transportation and Development Policy League of American Bicyclists Los Angeles County Bicycle Coalition Marin County Bicycle Coalition Move LA Napa County Bicycle Coalition Natural Resources Defense Council (NRDC) Northern California Power Agency Pasadena Complete Streets Coalition People for Mobility Justice Rails-to-Trails Conservancy Sacramento Area Bicycle Advocates Safe Routes Partnership San Diego County Bicycle Coalition San Francisco Bicycle

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				Coalition San Jose Bike Clinic Shasta Living Streets Silicon Valley Bicycle Coalition Sonoma County Bicycle Coalition Streets Are For Everyone Streets for All Walk Bike Berkeley Walk Bike Glendale Oppose None
AB 122 Boerner Horvath D Vehicles: required stops: bicycles.	4/26/2021- S. RLS. 4/26/2021-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. A violation of this requirement is an infraction. This bill would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. This bill contains other related provisions and other existing laws.		Transportation (text 12/18/2020) Support Active San Gabriel Valley Adventure Cycling Association Asian Pacific Islander Forward Movement Berkeley City Council Better World Group; the Bicycle Kitchen/la Bici-cocina

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				Bike Bakersfield Bike Davis Bike East Bay Bike Santa Cruz County Education Fund Bike SLO County BikeSD Bikeventura California Association of Bicycling Organizations California Bicycle Coalition California Mountain Biking Coalition California Walks City Heights Community Development Corporation City of Sacramento Climate Action Campaign Climate Resolve Coalition for Clean Air Coalition for Sustainable Transportation Community Environmental Council

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				Davis Bike Club Day One, Inc. East Side Riders Bike Club Fresno Cycling Club Inland Empire Biking Alliance Institute for Transportation & Development Policy Investing in Place Leadership Counsel for Justice & Accountability League of American Bicyclists Los Angeles County Bicycle Coalition Los Angeles WALKS Marin County Bicycle Coalition Merced Bicycle Coalition Move LA Napa County Bicycle Coalition (napa Bike) Natural Resources Defense Council (NRDC) Pasadena Complete

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Streets Coalition People for Bikes People for Mobility Justice Planning and Conservation League PolicyLink Sacramento Area Bicycle Advocates Sacramento Trailnet Safe Routes Partnership San Carlos Bikes San Diego County Bicycle Coalition San Francisco Bicycle Coalition San Jose Bike Clinic Santa Barbara Bicycle Coalition Santa Monica Safe Streets Alliance Santa Monica Spoke Shasta Living Streets Silicon Valley Bicycle Coalition Sonoma County Bicycle Coalition

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				Southern Sierra Cyclists Stockton Bicycle Club Streets for All Streets for Everyone Streets for People Bay Area Transform Trust for Public Lands Vision Zero Network Walk Bike Berkeley Walk Bike Glendale Walk Long Beach Walk Sacramento Oppose California Association of Highway Patrolmen
AB 227 Davies R Political Reform Act of 1974: contribution prohibitions.	1/28/2021-A. ELECTIONS 4/15/2021-In committee: Set, first hearing. Hearing canceled at	The Political Reform Act of 1974 imposes various limitations on contributions that may be made to, or accepted by, candidates for elective state office and committees organized for the support of candidates' election campaigns. The act generally prohibits a person from making to a candidate for Governor, and a candidate for Governor from accepting, a contribution totaling more than \$20,000 per election, except as specified. The act further limits the amount in contributions the Governor may accept after the Governor is elected for the purpose of paying expenses associated with holding the office. A violation of the act's provisions is punishable as a misdemeanor and subject to specified penalties. This bill would prohibit a Governor's appointee, as defined, or a person residing in the appointee's		Elections (text 1/12/2021) Support Oppose

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	the request of author.	household, during the term of the appointment and for one year after the term expires, from making a monetary contribution to the Governor’s campaign, as defined, or to a committee organized to benefit the Governor’s campaign. The bill would prohibit a Governor’s appointee or a person residing in the appointee’s household from requesting or demanding that another person make such a contribution. The bill would also prohibit the Governor or a committee organized to benefit the Governor’s campaign from accepting such a contribution. This bill contains other related provisions and other existing laws.		
AB 229 Holden D Use of force instruction: private security guards: alarm company responders.	4/28/2021- A. APPR. 4/28/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 19. Noes 0.) (April 27). Re-referred to Com. on APPR.	Existing law, the Private Security Services Act, prohibits a person required to be registered as a security guard from engaging in specified conduct, including, but not limited to, carrying or using a firearm unless they possess a valid and current firearms permit. The law requires a successful applicant for a firearms qualification card to complete a specified course in the carrying and use of firearms. A violation of the act is a crime. This bill would, in addition, prohibit them from carrying or using a firearm or baton unless the security guard is an employee of a private patrol operator licensee or an employee of the state or a political subdivision of the state, and commencing January 1, 2023, would require the course in the carrying and use of firearms to include training in the appropriate use of force, as specified. By expanding the scope of an existing crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Business And Professions (text 3/2/2021) Support Oppose
AB 231 Nguyen R Worker	1/28/2021- A. L. & E. 1/28/2021- Referred to	Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission. Under the ABC test, a person providing labor or		

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classification: employees and independent contractors: licensed manicurists.	Com. on L. & E.	services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity's business, and the person is customarily engaged in an independently established trade, occupation, or business. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. This bill would delete the January 1, 2022, inoperative date, thereby making licensed manicurists subject to this exemption indefinitely. This bill contains other existing laws.		
AB 237 Gray D Public employment: unfair practices: health protection.	4/29/2021- A. THIRD READING 4/29/2021- Read second time. Ordered to third reading.	Existing law establishes the Public Employment Relations Board (PERB) in state government for the purpose of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining, including the Meyers-Milias-Brown Act. Under existing law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill, the Public Employee Health Protection Act, would make it an unfair practice for a covered employer, as defined, to fail or refuse to maintain or pay for continued health care or other medical coverage for an enrolled employee or their enrolled dependents, for the duration of the enrolled employee's participation in the authorized strike, at the level and under the conditions that coverage would have been provided if the employee had continued to work in their position for the duration of the strike. The bill would also make it an unfair practice for a covered employer to fail to collect and remit the employee's contributions, if any, to this coverage, or to maintain any policy purporting to authorize an action prohibited by this provision or otherwise threaten an employee		Committee On Public Employment And Retirement (text 3/1/20 21) Support Oppose

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		or their dependents' continued access to health or medical care during or as a result of the employee's participation in a strike. The bill would require the restoration of health or other medical care premiums, contributions, or out-of-pocket expenses actually paid by the employee or their dependents as a result of the employer's violation of this provision, or because the employer failed to ensure continued coverage during a strike, and would require other equitable adjustments to ensure that the employee and their dependents are made whole, as specified. This bill contains other related provisions and other existing laws.		
AB 238 Voepel R	1/28/2021- A. TRANS. 1/28/2021- Referred to Com. on TRANS.	Existing law requires an applicant for the renewal of a driver's license to pay to the Department of Motor Vehicles a fee of \$30 for that renewal. Existing regulations provide for the annual increase of that fee based on the Consumer Price Index. This bill would, until January 1, 2026, waive the renewal fee for applicants who have reached the age of 65 years on the date of application and are seeking a noncommercial license.		
Vehicles: driver's license renewal fees.				
AB 242 Holden D	4/29/2021- A. THIRD READING 4/29/2021- From Consent Calendar. Ordered to third reading.	(1) Under existing law, the Public Utilities Commission has regulatory authority over public utilities. Existing law requires every entity that offers an electricity product for sale to retail consumers in California to disclose its electricity sources and the associated intensity of greenhouse gas emissions for the previous calendar year. Existing law requires that disclosure to be made by the end of the first complete billing cycle for the third quarter of each year. This bill would require that disclosure to be made instead by October 1 of each year. This bill contains other related provisions and other existing laws.		Committee On Utilities And Energy (text 3/22/2021) Support Oppose
AB 244 Rubio, Blanca D	1/28/2021- A. H. & C.D. 1/28/2021-	Existing law establishes various programs and funding sources to enable the development of affordable housing, including the low-income housing credit, the Building Homes and Jobs Act, the Veterans and Affordable Housing Bond Act of		

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Affordable housing cost study: housing plan addendum.	Referred to Com. on H. & C.D.	2018, the Affordable Housing and Sustainable Communities Program, and the Multifamily Housing Program. Existing law charges various agencies with the administration of these programs, including the California Tax Credit Allocation Committee, the Department of Housing and Community Development, and the California Housing Finance Agency. This bill would require the California Tax Credit Allocation Committee, the Department of Housing and Community Development, the California Housing Finance Agency, and the California Debt Limit Allocation Committee to conduct an affordable housing cost study that measures the factors that influence the cost of building affordable housing, breaks down total development costs for affordable housing, and enables the state to maximize resources allocated for affordable housing. The bill would require the study to consider data from projects that have received funding from the various programs and funding sources described above. The bill would require the development of the cost study only as existing resources permit without restructuring funding priorities, or as private resources are made available. The bill would require the California Tax Credit Allocation Committee to publish the study by January 1, 2028. This bill contains other related provisions and other existing laws.		
AB 247 Ramos D COVID-19 emergency: small businesses: nonprofit	3/18/2021-A. JUD. 4/21/2021-In committee: Hearing postponed by committee.	Existing law, the California Emergency Services Act, permits the Governor to proclaim a state of emergency during conditions of disaster or of extreme peril to the safety of persons and property, including epidemics. Existing law provides that the proclamation takes effect immediately, affords specified powers to the Governor, and terminates upon further proclamation by the Governor or by concurrent resolution of the Legislature. The Governor proclaimed a state of emergency March 4, 2020, related to the COVID-19 pandemic. Existing law generally provides that everyone is responsible, not only for the result of their		

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organizations: immunity from civil liability.		willful acts, but also for an injury occasioned to another by that person's want of ordinary care or skill in the management of their property or person, except as specified. This bill would exempt a small business or nonprofit organization with 100 or fewer employees from liability for an injury or illness to a consumer, as defined, due to coronavirus (COVID-19) based on a claim that the consumer contracted COVID-19 while at that small business or nonprofit organization, or due to the actions of that small business or nonprofit organization. The bill would require the small business or nonprofit organization, for this exemption to apply, to have implemented and substantially complied with all applicable state and local health laws, regulations, and protocols. Under the bill, this exemption would not apply if the injury or illness resulted from a grossly negligent act or omission, willful or wanton misconduct, or unlawful discrimination by the business or nonprofit organization or an employee of the business or nonprofit organization. The bill would apply these provisions only until the termination of the state of emergency related to the COVID-19 pandemic, regardless of when the claim is filed. The bill would repeal these provisions on January 1, 2023. The bill would include related legislative findings.		
AB 248 Choi R Income taxes: credits: cleaning and sanitizing supplies: COVID-19.	1/28/2021- A. REV. & TAX 3/22/2021-In committee: Hearing postponed by committee.	The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. Existing law requires any bill authorizing a new tax expenditure to contain, among other things, specific goals, purposes, and objectives the tax expenditure will achieve, detailed performance indicators, and data collection requirements. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2022, to a taxpayer that is a business with a physical location in the state in an amount equal to the costs paid or incurred by the qualified taxpayer during the taxable year for the purchase of cleaning and sanitizing supplies used at business		

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		locations in the state to prevent the transmission of the novel coronavirus (COVID-19). The bill would also include additional information required for any bill authorizing a new tax expenditure. This bill contains other related provisions.		
AB 252 Rivas, Robert D	4/28/2021- A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first hearing. Referred to suspense file.	Existing law, the Sustainable Groundwater Management Act (SGMA), requires numerous groundwater basins throughout the state designated by the Department of Water Resources as medium- or high-priority basins to each be managed under a separate groundwater sustainability plan or coordinated groundwater sustainability plans by specified dates. SGMA requires, with some exceptions, that local agencies designated as groundwater sustainability agencies prepare, administer, and enforce the groundwater sustainability plans with the goal of sustainably managing these groundwater basins to avoid undesirable results such as overdrafting groundwater, subsidence, and sea water intrusion, among others. To achieve the sustainability goal, SGMA authorizes a groundwater sustainability agency to, among other measures, control groundwater extractions by regulating, limiting, or suspending extractions from groundwater wells, establish a program of voluntary fallowing of agricultural lands, or validate an existing fallowing program. This bill would require the Department of Conservation to establish and administer a program named the Multibenefit Land Repurposing Incentive Program for purposes of providing grants to groundwater sustainability agencies or counties, or other specified entities designated by groundwater sustainability agencies or counties, for the development or implementation of local programs supporting or facilitating multibenefit land repurposing at the basin scale. The bill would establish procedures for the department's administration of the program and would require the department to develop guidelines to implement the program and to exercise its expertise and discretion in awarding program funds to eligible applicants. The bill would specify numerous criteria regarding program eligibility,		Water, Parks And Wildlife (text 3/29/2021) Support Oppose

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		including compliance with several specified requirements of SGMA. The bill would prescribe certain actions regarding program accountability and oversight, including preparation of an annual report with specified information evaluating the implementation of local programs and use of program funds. This bill contains other related provisions.		
AB 255 Muratsuchi D COVID-19 Emergency Small Business Eviction and Rent Relief Act.	3/25/2021- A. JUD. 4/20/2021- Re-referred to Com. on JUD.	Existing law provides that a tenant is guilty of unlawful detainer if the tenant continues to possess the property without permission of the landlord in specified circumstances, including when the tenant has violated the lease or rental agreement by defaulting on rent, and requires the tenant be served a 3 days' notice in writing to cure the default, as specified. Existing law provides that an unlawful detainer action is subject to the COVID-19 Tenant Relief Act of 2020, which provides tenants with specified temporary protections from eviction, if the default in the payment of rent is based upon COVID-19 rental debt, as defined. This bill would require a landlord, who receives a statement signed by a commercial tenant, as defined, and supported by documentary evidence that evidences that the tenant requests emergency rent relief because the business of the commercial tenant has experienced a decrease in average monthly gross revenue of at least 50%, which is reasonably attributable to public health regulations adopted to address the COVID-19 pandemic, during the qualifying time period, as defined, as compared with the 12 months immediately preceding the qualifying time period, as defined, to conduct a good faith negotiation to form a plan to allow the commercial tenant a reasonable opportunity to repay COVID-19 lease debt while minimizing the hardship to the landlord. The bill would prohibit, except as provided, a landlord from terminating a lease of a commercial tenant, before the date that is one year from the end of the qualifying time period, who paid 25% of the amount due under the lease during the qualifying time period.		

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AB 261 Seyarto R Authorized emergency vehicles.	1/28/2021- A. TRANS. 1/28/2021- Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation and local authorities to designate certain highway lanes for the exclusive or preferential use of high-occupancy vehicles (HOVs), requires the department or local authorities to place signage advising motorists of the rules governing the use of those lanes, and prohibits the use of those lanes by motorists other than in conformity with the posted rules. Under existing law, the driver of an authorized emergency vehicle is exempt from various provisions of the rules of the road as contained in the Vehicle Code if, among other things, the vehicle is being driven in response to an emergency call, the driver of the vehicle sounds a siren, and the vehicle displays a lighted red lamp visible from the front as a warning to other drivers and pedestrians. This bill would additionally permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services. This bill contains other related provisions and other existing laws.		
AB 271 Rivas, Robert D Santa Clara Valley Water District: contracts: best value procurement.	4/19/2021- S. RLS. 4/19/2021- Read third time. Passed. Ordered to the Senate. (Ayes 76. Noes 1.) In Senate. Read	Existing law authorizes certain local entities to select a bidder for a contract on the basis of "best value," as defined. Existing law governs various types of contract procedures applicable to the Santa Clara Valley Water District and prescribes competitive bidding procedures for any improvement or unit of work over \$50,000. This bill would authorize the district, upon approval by the board of directors of the district, to award contracts on a best value basis for any work of the Anderson Dam project, defined to include prescribed activities and works of construction with regard to the Leroy Anderson Dam and Reservoir and certain fish and aquatic habitat measures described in a federal-state settlement agreement. The bill would require the district, if the board elects to award contracts on a best		Local Government (text 3/9/2021) Support Association of California Water Agencies Bay Area Council California Municipal Utilities Association California Special

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	first time. To Com. on RLS. for assignment.	value basis, to comply with specified requirements governing the documents prepared, setting forth the scope and estimated price of the project and the request for qualifications, with bids evaluated using only the criteria and selection procedures identified in the procurement process documents. The bill would prohibit an Anderson Dam project contractor from being prequalified, shortlisted, or awarded a contract unless the contractor provides an enforceable commitment to the district that the contractor and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project, in accordance with certain criteria. By requiring certain information of bidders to be certified under penalty of perjury, the bill would expand an existing crime, thereby imposing a state-mandated local program. This bill would make legislative findings and declarations as to the necessity of a special statute for the Santa Clara Valley Water District. 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.		Districts Association City of Gilroy City of Morgan Hill County of Santa Clara Employees Association, American Federation of State, County and Municipal Employees 101, Council 57 Engineers Society Chapter, International Federation of Professional and Technical Engineers, Local 21, Afl-cio Milpitas Chamber of Commerce Professional Managers Association Chapter, International Federation of Professional and Technical Engineers, Local 21, Afl-cio San Jose/Silicon Valley Branch of the NAACP Santa Clara Valley Open Space Authority

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				Santa Clara Valley Water District Together Bay Area Oppose Plumbing-Heating-Cooling Contractors of California Western Electrical Contractors Association
AB 273 Irwin D Cannabis: advertisements: highways.	1/28/2021- A. B.&P. 4/27/2021- Re-referred to Com. on B. & P. In committee: Set, first hearing. Failed passage. Reconsideration granted.	Existing law, the Control, Regulate and Tax Adult Use of Marijuana Act (AUMA), an initiative measure approved as Proposition 64 at the November 8, 2016, statewide general election, authorizes a person who obtains a state license under AUMA to engage in commercial adult-use cannabis activity pursuant to that license and applicable local ordinances. Existing law, the Medicinal and Adult-Use Cannabis Regulation and Safety Act (MAUCRSA), among other things, consolidates the licensure and regulation of commercial medicinal and adult-use cannabis activities. MAUCRSA generally divides responsibility for the state licensure and regulation of commercial cannabis activity among the Department of Food and Agriculture, the State Department of Public Health, and the Bureau of Cannabis Control, which MAUCRSA establishes within the Department of Consumer Affairs. This bill would remove the existing reference to advertising or marketing on a billboard or similar device visible from an interstate highway or on a state highway within California, and would specify that a licensee seeking to advertise or market through broadcast, cable, radio, print, and digital communications is required to obtain reliable up-to-date audience composition data demonstrating that at least 71.6 percent of the audience viewing the		Business And Professions (text 1/19/2021) Support Oppose

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		<p>advertising or marketing is reasonably expected to be 21 years of age or older. The bill would prohibit advertisements or marketing depicting images of minors or anyone under 21 years of age. The bill would specify that a licensee is prohibited from using objects, in its advertising or marketing, such as toys, inflatables, movie characters, cartoon characters, or from including any other display, depiction, or image designed in any manner likely to be appealing to minors. The bill would restrict a licensee from advertising free cannabis goods or giveaways of any type of products, including noncannabis products, as specified. The bill would require that all outdoor signs, including billboards, meet specified requirements, including, among others, that they be affixed to a permanent structure; that they not be placed in any location where other advertisements directed at an adult population are prohibited; that they comply with specified provisions of law; that they not contain text, except as provided; and that they do not display, depict, or image specified objects and actions, including animals, cannabis plants, leaves, food, beverages, smoking, and vaporizing, among others. The bill would require a licensee to provide the Bureau of Cannabis Control audience composition data immediately upon request. If the bureau determines that the audience composition data for advertising or marketing provided by a licensee does not comply with these provisions, or the licensee fails to provide audience composition data, the bill would require the licensee to remove the advertising or marketing placement in question. The bill would require a licensing authority to suspend a licensee’s license for one year if the licensee violates the advertising and marketing restrictions. The bill would specify that the action, omission, or failure of an advertising agent, representative, or contractor retained by the licensee is an act, omission, or failure of the licensee. This bill contains other related provisions and other existing laws.</p>		

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AB 274 Davies R Unemployment benefits: chip-enabled cards.	1/28/2021- A. INS. 1/28/2021- Referred to Com. on INS.	Existing law provides for unemployment compensation benefits to eligible persons who are unemployed through no fault of their own. Under existing law, these provisions are generally administered by the Employment Development Department. Existing law requires unemployment compensation benefits that are directly deposited to an account of the recipient's choice to be deposited to a qualifying account, which includes a prepaid card account that meets certain requirements. Existing law includes in the definition of prepaid card or prepaid card account a card, code, or other means of access to funds of a recipient that is usable at multiple, unaffiliated merchants for goods or services, or usable at automated teller machines. This bill would revise the definition of prepaid card or prepaid card account by requiring cards to be chip-enabled, as defined. This bill contains other related provisions.		
AB 299 Villapudua D Career technical education: California Apprenticeship Grant Program.	2/12/2021- A. HIGHER ED. 3/24/2021-In committee: Hearing postponed by committee.	Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. The board of governors appoints the Chancellor of the California Community Colleges to serve as the chief executive officer of the segment. This bill would establish the California Apprenticeship Grant Program, commencing with the 2022–23 academic year, under the administration of the office of the Chancellor of the California Community Colleges, to provide grants to encourage high school pupils, community college students, and employed and unemployed workers seeking to go into career technical education and vocational professions through participation in qualifying, state-approved apprenticeship programs. Under the bill, the chancellor's office would provide supplemental grants to apprentices who participate in qualified, state-approved apprenticeship and vocational programs through high schools, campuses of the California Community Colleges, and industry-driven and -funded state-approved apprenticeship and vocational		

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		programs. The bill would prohibit these grants from replacing any existing financial aid or compensation that an apprentice may receive during apprenticeship training. This bill contains other related provisions.		
AB 302 Ward D San Diego Metropolitan Transit Development Board: regulation of for-hire vehicle and passenger jitney services.	4/8/2021- S. RLS. 4/8/2021- Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes the San Diego Metropolitan Transit Development Board. Under existing law, the board’s jurisdiction includes specified cities in, and the unincorporated area of, the County of San Diego, except for the portion of the county under the jurisdiction of the North San Diego County Transit Development Board, as specified. Existing law authorizes the board to enter into contracts with any city in its area of jurisdiction and with the county to license or regulate transportation services, and to regulate vehicle safety and driver qualifications for passenger jitney service, as defined, operating between cities and between a city and unincorporated portions of the county within the area of its jurisdiction. Existing law requires the board to levy fees necessary to recover the full cost of regulating those services. This bill would replace the term “transportation services” with the term “for-hire vehicle services” and would define that term to mean vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, as specified. The bill would expand to any city within the County of San Diego the authority of the board to enter into contracts to license or regulate for-hire vehicle services and to regulate vehicle safety and driver qualifications for passenger jitney service.		Local Government (text 3/15/2021) Support Nathan Fletcher, Chair, San Diego County Board of Supervisors North County Transit District (NCTD) San Diego Metropolitan Transit System Oppose None
AB 310 Lee D Wealth tax.	3/25/2021- A. REV. & TAX 4/6/2021- Re-referred to Com. on	Existing law imposes taxes upon income and real property, as well as taxes upon certain transactions and excise taxes. This bill would, for taxable years beginning on or after January 1, 2022, impose an annual tax at a rate of 1% of a resident of this state’s worldwide net worth in excess of \$50,000,000, or in excess of \$25,000,000 in the case of a married taxpayer filing separately. The bill would also impose an additional tax at a rate of 0.5% of a resident’s worldwide net worth in		

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	REV. & TAX.	excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately. The bill would describe worldwide net worth with reference to specific federal provisions and would provide that worldwide net worth does not include specific assets, including personal property situated out of state, directly held real property, or liabilities related to directly held real property. The bill would also authorize the Franchise Tax Board to adopt regulations to carry out these provisions, including regulations regarding the valuation of certain assets that are not publicly traded. This bill contains other related provisions and other existing laws.		
AB 320 Medina D Teacher preparation programs: regionally accredited institutions.	4/22/2021-A. APPR. 4/28/2021-Re-referred to Com. on APPR.	Existing law requires the Commission on Teacher Credentialing to, among other duties, establish standards for the issuance and renewal of credentials, certificates, and permits. Under existing law, the commission establishes standards for teacher preparation programs at postsecondary educational institutions. This bill would define “regionally accredited,” as that term is applied to institutions of higher education with teacher preparation programs, as either an institution that has been approved or recognized by the Accrediting Commission for Senior Colleges and Universities, the Western Association of Schools and Colleges, the Higher Learning Commission, the Middle States Commission on Higher Education, the Northwest Commission on Colleges and Universities, the New England Commission of Higher Education, or the Southern Association of Colleges and Schools Commission on Colleges, or an institution of higher education that held preaccreditation status at the time the degree of an applicant for a credential was conferred, if that institution achieved full regional accreditation status within 5 years of earning preaccreditation status. The bill would also define “regionally accredited” to include community or junior colleges that confer baccalaureate degrees and are regionally accredited by accrediting agencies, as specified, or by		Higher Education (text 1/26/2021) Support Oppose

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		the Accrediting Commission for Community and Junior Colleges of the Western Association of Schools and Colleges. The bill, among other things, would also make conforming changes to use the term “regionally accredited institution of higher education” to refer to certain postsecondary educational institutions with teacher preparation programs. This bill contains other related provisions and other existing laws.		
AB 336 Villapudua D Enhanced infrastructure financing districts: public financing authority: members: joint powers authorities.	4/8/2021- S. RLS. 4/8/2021- Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district and requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan and adopt a resolution to form the district, as provided. Existing law provides for the participation of an affected taxing entity, as defined, in the district, other than a county office of education, school district, or community college district. Existing law requires that the public financing authority include a majority of members from the legislative body of each participating affected taxing entity and 2 members of the public chosen by the legislative bodies of those participating affected taxing entities, as provided. This bill would specify that any member of the legislative body of a participating affected taxing entity who serves as a member of the public financing authority of an enhanced infrastructure financing district, as described above, may also serve as a member of the governing body of an agency or entity formed pursuant to an agreement for the joint exercise of power that the participating affected taxing entity has entered into in accordance with the Joint Exercise of Powers Act. This bill contains other existing laws.		Local Government (text 1/27/2021) Support California Central Valley Flood Control Association City of Lathrop San Joaquin Area Flood Control Agency Oppose None

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AB 339 Lee D Local government: open and public meetings.	4/28/2021- A. APPR. 4/28/2021- VOTE: Do pass as amended and be re-referred to the Committee on [Appropriations] (PASS)	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require all meetings to include an opportunity for members of the public to attend via a telephonic option and an internet-based service option. The bill would require all meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic and an internet-based service option, as provided, and would specify requirements for public comment registration. The bill would also require the legislative bodies of the local agency to provide interpretation services as requested, and have a system to process requests for interpretation services and publicize that system online. This bill contains other related provisions and other existing laws.		Local Government (text 4/15/2021) Support Oppose
AB 343 Fong R California Public Records Act Ombudsperson.	4/20/2021- A. APPR. 4/22/2021- Re-referred to Com. on APPR.	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,		Judiciary (text 1/28/2021) Support California News Publishers Association Greater Bakersfield Chamber of Commerce Howard Jarvis Taxpayers

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		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, 2023, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year. This bill contains other existing laws.		Association Oakland Privacy Oppose None
AB 346 Seyarto R Privacy: breach.	2/12/2021- A. P. & C.P. 4/8/2021-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law, the Information Practices Act of 1977, requires an agency, which includes a local agency, that owns or licenses computerized data that includes personal information, as defined, to disclose expeditiously and without unreasonable delay a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, or whose encrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, and the encryption key or security credential was, or is reasonably believed to have been, acquired by an unauthorized person, and the agency that owns or licenses the encrypted information has a reasonable belief that the encryption key or security credential could render that personal information readable or useable. Existing law also requires an agency that maintains		

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		computerized data that includes personal information that the agency does not own to notify the owner or licensee of the information of any breach of the security of the data immediately following discovery, if the personal information was, or is reasonably believed to have been, acquired by an unauthorized person. This bill would make the above-described requirements applicable if the information is accessed by an unauthorized person. The bill would also make conforming changes. Because it would impose a requirement to provide a higher level of service with regard to data breaches on a local agency, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 348 Villapudua D Affordable housing: annual expenditure report.	1/28/2021- A. H. & C.D. 3/16/2021- Coauthors revised.	Existing law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Existing law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. This bill would require the department, by March 1 of each year, to develop an annual summary report that discloses the amount of state, federal, and private funding spent on the development of affordable housing within the state, each city, and each county in the preceding calendar year. The bill would require the department to post the annual summary report on its internet website and make the report available to the public by March 15 of each year.		
AB 349 Holden D Small	4/27/2021- A. APPR. 4/27/2021- From	(1)The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the acquisition of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small		Transportation (text 4/15/2021) Support Oppose

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businesses: contracting: outreach: underrepresented groups.	committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 26). Re-referred to Com. on APPR.	businesses and microbusinesses in these contracts, to provide for a small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified. This bill, in order to facilitate the participation of small business, would require the director and the heads of other state agencies that enter such contracts, in addition to any other applicable requirement for public notice of contracts, to publish or otherwise make available information regarding public notice of contracts, as the awarding agency determines to be appropriate, in order to ensure all communities have access to the public notice. The bill would define “publish or otherwise make available” for this purpose. This bill contains other related provisions and other existing laws.		
AB 354 Cooper D Energy efficient appliance rebate program.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 28).	The existing Warren-Alquist State Energy Resources Conservation and Development Act establishes the State Energy Resources Conservation and Development Commission and requires the commission to prescribe, by regulation, standards for minimum levels of operating efficiency to promote the use of energy- and water-efficient appliances whose use requires a significant amount of energy or water on a statewide basis. Existing law requires that the minimum levels of operating efficiency be based on feasible and attainable efficiencies or feasible improved efficiencies that will reduce the energy or water consumption growth rates. Existing law prohibits a new appliance manufactured on or after the effective date of the standards to be sold or offered for sale in the state unless it is certified by the manufacturer thereof to be in compliance with the		Natural Resources (text 3/18/2021) Support None Oppose None

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	Re-referred to Com. on APPR.	standards. Existing law requires the commission to administer various programs to improve energy efficiency. This bill would require the commission, by July 1, 2022, to create a 3-year appliance rebate program to provide eligible residential customers of an electric utility or gas utility with monetary incentives to purchase new appliances that meet energy star or similar energy efficiency standards approved by the commission. The bill would limit eligibility for the program to those customers with annual household incomes that are no greater than 200% of the federal poverty guideline levels. The bill would limit rebates to appliances purchased for an eligible customer's primary residence and limit a customer to no more than 3 rebates during the term of the program. The requirements of the bill would become operative upon the appropriation of sufficient funds in the Budget Act to implement the bill's requirements.		
AB 355 Cooper D Demand-side energy management programs.	3/18/2021- A. U. & E. 4/19/2021-In committee: Hearing postponed by committee.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires an electrical or gas corporation to develop a program, within the electrical or gas corporation's demand-side management programs authorized by the commission, to provide incentives to a residential or small or medium business customer to acquire energy management technology for use in the customer's home or place of business. This bill would require the commission to monitor the incentive program to ensure that savings generated by the program are equitable and ethical. The bill would also require the commission to annually provide a report to the Legislature with findings and recommendations for this program, including findings and recommendations to ensure that savings generated by the program are equitable and ethical.		
AB 361 Rivas, Robert D	2/12/2021- A. L. GOV.	Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be		

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Open meetings: local agencies: teleconferences.	4/7/2021-Re-referred to Com. on L. GOV.	open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state of emergency or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated		

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		<p>teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option, and to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. The bill would require the legislative body to take no further action on agenda items when there is a disruption which prevents the public agency from broadcasting the meeting, or in the event of a disruption within the local agency’s control which prevents members of the public from submitting public comments, until public access is restored. The bill would specify that actions taken during the disruption are subject to challenge proceedings, as specified. The bill would prohibit the legislative body from requiring public comments to be submitted in advance of the meeting and would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. When there is a continuing state of emergency, local emergency, or when state or local officials have imposed or recommended measures to promote social distancing, the bill would require a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting pursuant to these provisions, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. This bill contains other related provisions and other existing laws.</p>		
AB 371 Jones-Sawyer D	4/15/2021- A. THIRD READING	Existing law requires 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. Existing law defines shared mobility device to mean an		Judiciary (text 2/1/2021)) Support

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Shared mobility devices: insurance and tracking.	4/29/2021-Read third time and amended. Ordered to third reading.	electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity. This bill contains other existing laws.		Oppose
AB 378 Bauer-Kahan D Public officials.	4/27/2021-S. RLS. 4/27/2021-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes in state government the offices of the Governor, Lieutenant Governor, Secretary of State, Treasurer, Controller, Attorney General, Board of Equalization, and Insurance Commissioner. Existing law, the Political Reform Act of 1974, regulates campaign finance, ethics and conflicts of interest of public officials, and the conduct of lobbyists, lobbying firms, and lobbying employers. Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and requires specified commissions and agencies to review the provisions of the act. This bill would remove gendered language from and would make additional nonsubstantive changes to these provisions.		Judiciary (text 3/16/2021) Support State Controller Betty Yee Oppose None
AB 426 Bauer-Kahan D Toxic air contaminants.	2/12/2021-A. NAT. RES. 4/14/2021-In committee: Set, first hearing.	Existing law authorizes local air pollution control districts and air quality management districts, in carrying out their responsibilities with respect to the attainment of state ambient air quality standards, to adopt and implement regulations that accomplish certain objectives. This bill would additionally authorize the districts to adopt and implement regulations to require data regarding air pollution within the district's jurisdiction from indirect and areawide sources of air pollution, including mobile sources drawn by those sources, to enable the		

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	Hearing canceled at the request of author.	calculation of health risks from toxic air contaminants. This bill would additionally authorize the districts to adopt and implement regulations to accomplish these objectives in carrying out their responsibilities with respect to the reduction of health risks from toxic air contaminants.		
AB 464 Mullin D Enhanced Infrastructure Financing Districts: allowable facilities and projects.	4/26/2021-S. RLS. 4/26/2021-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use. This bill would include, in the list of facilities and projects the district may fund, the acquisition, construction, or repair of commercial structures by the small business, as defined, occupant of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services.		Local Government (text 3/25/2021) Support Oppose
AB 476 Mullin D Department of Transportation: state highways: transit bus pilot program.	2/18/2021-A. TRANS. 3/17/2021-Re-referred to Com. on TRANS.	Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the		

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		districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project.		
AB 481 Chiu D Law enforcement agencies: military equipment:	4/28/2021- A. APPR. 4/28/2021- From committee: Do pass and re-refer to Com. on	Existing law designates the Department of General Services as the agency for the State of California responsible for distribution of federal surplus personal property, excepting food commodities, and requires the department to, among other things, do all things necessary to the execution of its powers and duties as the state agency for the distribution of federal personal surplus property, excepting food commodities, in accordance with specified federal law. Existing law, the Federal Surplus Property Acquisition Law of 1945, authorizes a local agency, as defined, to acquire surplus federal property without regard to any law which requires		Public Safety (text 2/8/2021) Support 5 Individuals ACLU California Action Alliance for Boys and Men of Color Alliance San Diego

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funding, acquisition, and use.	APPR. (Ayes 6. Noes 2.) (April 27). Re-referred to Com. on APPR.	posting of notices or advertising for bids, inviting or receiving bids, or delivery of purchases before payment, or which prevents the local agency from bidding on federal surplus property. Existing federal law authorizes the Department of Defense to transfer surplus personal property, including arms and ammunition, to federal or state agencies for use in law enforcement activities, subject to specified conditions, at no cost to the acquiring agency. This bill would require a law enforcement agency, defined to include specified state and local entities, to obtain approval of the applicable governing body, by adoption of a military equipment impact statement and a military equipment use policy, as specified, by ordinance at a regular meeting held pursuant to specified open meeting laws, prior to taking certain actions relating to the funding, acquisition, or use of military equipment, as defined. The bill would also require similar approval for the continued use of military equipment acquired prior to January 1, 2022. The bill would allow the governing body to approve the funding, acquisition, or use of military equipment within its jurisdiction only if it determines that the military equipment meets specified standards. The bill would require the governing body to annually review the ordinance, and to either disapprove a renewal of the authorization for a piece of military equipment or amend the military equipment use policy if it determines, based on an annual military equipment report prepared by the law enforcement agency, as provided, that the military equipment does not comply with the above-described standards for approval. This bill contains other related provisions and other existing laws.		American Friends Service Committee Asian Solidarity Collective Bay Rising Bend the Arc: Jewish Action Buen Vecino California Faculty Association California Federation of Teachers AFL-CIO California for Safety and Justice California Latinas for Reproductive Justice California League of United Latin American Citizens California Public Defenders Association Center for Empowering Refugees and Immigrants Change Begins With Me Indivisible Group Communities United for Restorative Youth Justice

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				Community Legal Services in East Palo Alto (CLSEPA) Courage California Del Cerro for Black Lives Matter Disability Rights California Drug Policy Alliance Ella Baker Center for Human Rights Empowering Pacific Islander Communities (EPIC) Essie Justice Group Fresno Barrios Unidos Friends Committee on Legislation of California Immigrant Legal Resource Center Initiate Justice John Burton Advocates for Youth Legal Services for Prisoners with Children (LSPC) March For Our Lives

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				California Mid-City Community Advocacy Network Oakland Privacy Pillars of the Community Public Health Advocates Re:Store Justice Root & Rebound San Francisco Public Defender Secure Justice Showing Up for Racial Justice (SURJ) San Diego Showing Up for Racial Justice North County Social Workers for Equity & Leadership Southeast Asia Resource Action Center Stop Coalition Team Justice Think Dignity TransLatin@ Coalition W. Haywood Burns Institute We The People - San Diego

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Women's Foundation of California Young Women's Freedom Center Youth Alive Oppose California Narcotic Officers' Association California State Sheriffs' Association California Statewide Law Enforcement Association Los Angeles County Professional Peace Officers Association Los Angeles County Sheriff Peace Officers Research Association of California
AB 512 Holden D Surplus unimproved property: sale procedures: City	4/28/2021-A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first	Existing law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. This bill would, with certain exceptions, require the Department of Transportation, prior to selling specified unimproved properties in the City of Los Angeles, City of Pasadena, and City of South Pasadena, to offer to sell those properties at the original acquisition price paid by the department to a housing-related entity for affordable housing purposes, as provided. This bill contains other related provisions.		Housing And Community Development (text 3/30/2021) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
of Los Angeles: City of Pasadena: City of South Pasadena.	hearing. Referred to suspense file.			
AB 513 Bigelow R Employment: telecommuting employees.	2/18/2021- A. L. & E. 3/18/2021- Re-referred to Com. on L. & E.	Existing law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry, whether compensation is measured by time, piece, or otherwise, except as specified. This bill would authorize an employee working from home or a remote location not at the physical location of the employer to receive legally required notices and postings electronically and sign or acknowledge certain documents electronically. The bill would also authorize an employee who works from home or a remote location to have any wages due at the time of separation of employment mailed to the employee using the address the employer has on file for the employee for sending notices. The bill would require the wages to be deemed paid on the date of mailing.		
AB 550 Chiu D Vehicles: Speed Safety System Pilot Program.	4/26/2021- A. APPR. 4/29/2021- Read second time and amended.	Existing law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, and highway conditions, and in no event at a speed that endangers the safety of persons or property. This bill would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city	Support	Transportation (text 4/ 15/2021) Support Oppose

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		and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require the participating cities or city and county to issue warning notices rather than notices of violations for violations detected within the first 30 calendar days of the program. The bill would require the participating cities or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. The bill would designate all photographic, video, or other visual or administrative records made by a system as confidential, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill contains other related provisions and other existing laws.		
AB 560 Quirk-Silva D Human trafficking.	2/18/2021- A. PUB. S. 4/20/2021-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law, as amended by the Californians Against Sexual Exploitation Act, an initiative measure enacted by the approval of Proposition 35 at the November 6, 2012, statewide general election (CASE Act), proscribes the crime of human trafficking, a felony. The CASE Act makes a person who causes, induces, or persuades, or attempts to cause, induce, or persuade, a person who is a minor at the time of commission of the offense to engage in a commercial sex act with the intent to effect or maintain a violation of specified other offenses, including child pornography and extortion, guilty of human trafficking, a felony. Existing law makes that crime punishable by imprisonment in the state prison for 5, 8, or 12 years and a fine of not more than \$500,000, or, if the offense involves force, fear, fraud, deceit, coercion, violence, duress, menace, or threat of unlawful injury to the victim or another person, 15 years to life and a fine of not more than \$500,000. The Legislature may amend the CASE Act by a statute passed in each house by a majority vote. This bill would expand the scope of that crime by making a person		

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		who causes, induces, or persuades, or attempts to cause, induce, or persuade, an adult, whom the person reasonably believes to be a minor at the time of commission of the offense, to engage in a commercial sex act with the intent to effect or maintain a violation of specified other offenses, including child pornography and extortion, guilty of human trafficking and subject to the penalties described above. By changing the definition of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 561 Ting D Help Homeowners Add New Housing Program: accessory dwelling unit financing.	2/18/2021- A. H. & C.D. 4/7/2021-Re-referred to Com. on H. & C.D.	Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would authorize the Treasurer, within 6 months of the effective date of these provisions, to develop the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of the program, authorize the Treasurer to consult with the California Housing Financing Agency, the Department of Housing and Community Development, and various other entities, including private lenders, community development financial institutions, community-based organizations, and local housing trust funds. The bill would prohibit the California Housing Financing Agency from being affiliated with the program in any financial capacity.		Housing And Community Development (text 4/6/2021) Support Oppose
AB 564 Gonzalez, Lorena D	2/18/2021- A. A. & A.R. 4/14/2021-In	Existing law provides that it is the Department of Fish and Wildlife's mission to manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and		Accountability And Administrative Review (text 2/11/2021)

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Biodiversity Protection and Restoration Act.	committee: Set, first hearing. Hearing canceled at the request of author.	enjoyment of the public. Existing law provides that one of the department's core programs is biodiversity conservation. This bill would establish the Biodiversity Protection and Restoration Act and would provide that it is the policy of the state that all state agencies, boards, and commissions shall utilize their authorities in furtherance of the biodiversity conservation purposes and goals of certain executive orders. The bill would require all state agencies, boards, and commissions to consider and prioritize the protection of biodiversity in carrying out their statutory mandates. The bill would require strategies related to the goal of the state to conserve at least 30% of California's land and coastal waters by 2030 to be made available to the public and provided to certain legislative committees by no later than June 30, 2022.		Support Oppose
AB 565 Lackey R Interagency Advisory Committee on Apprenticeship: homeless youth and foster youth.	4/28/2021- A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first hearing. Referred to suspense file.	Existing law establishes the Interagency Advisory Committee on Apprenticeship within the Division of Apprenticeship Standards, which is in the Department of Industrial Relations. Existing law prescribes the composition of the committee, which includes specified officials or their designees, serving as ex officio members, and 6 persons appointed by the Secretary of Labor and Workforce Development who are familiar with certain apprenticeable occupations, as specified requirements. This bill would add the director of the State Department of Social Services as a member of the Interagency Advisory Committee on Apprenticeship. This bill contains other related provisions and other existing laws.		Labor And Employment (text 2/11/2021) Support Oppose
AB 566 Nguyen R Property taxation:	2/11/2021- A. PRINT 2/12/2021- From printer. May be heard	Existing property tax law generally requires the county auditor, in each fiscal year, to allocate property tax revenues to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction 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		

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revenue allocations.	in committee March 14.	portion of the annual tax increment, as defined. This bill would make a nonsubstantive change to that provision.		
AB 570 Santiago D Dependent parent health care coverage.	4/27/2021- A. APPR. 4/28/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (April 27). Re-referred to Com. on APPR.	Existing law, the Knox-Keene Health Care Service Plan Act of 1975, provides for the licensure and regulation of health care service plans by the Department of Managed Health Care, and makes a willful violation of the act a crime. Existing law provides for the regulation of health insurers by the Department of Insurance. Existing law authorizes an individual or eligible employee to add a dependent to their health care service plan contract or health insurance policy, including adding a dependent outside of an initial enrollment period if certain criteria are met. Existing law defines “dependent” for these purposes to mean the spouse, registered domestic partner, or child of an individual with an individual contract or policy or an eligible employee with a small employer contract or policy. This bill would require a group or individual health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2022, that provides dependent coverage to make that coverage available to a qualified dependent parent or stepparent. The bill would expand the definition of “dependent” for an individual or small employer health care service plan contract or health insurance policy to include a qualified dependent parent or stepparent. Because a willful violation of these provisions by a health care service plan would be a crime, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.		Health (text 3/18/2021) Support Oppose

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AB 571 Mayes I Planning and zoning: density bonuses: affordable housing.	4/28/2021- A. APPR. 4/29/2021- From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 28).	Existing law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development in the 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, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Existing law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's affordable units. This bill contains other related provisions and other existing laws.		Local Government (text 3/24/2021) Support Oppose
AB 572 Kalra D California Workforce Development Board: employment policies.	4/22/2021- A. APPR. 4/26/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.	Existing law establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California's workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. This bill would require the board, upon appropriation of funds by the Legislature for this purpose, to establish and maintain an outreach, education, and certification program, with specified purposes, including training restaurant employees, managers, and employers to identify and address disparities in their workforce and implementing high-road employment policies that promote equity of income and career pathways for people of color, immigrants, women, and people who are transgender, nonbinary, or intersex. This bill contains other related provisions.		Labor And Employment (text 3/18/2021) Support Oppose

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AB 574 Chen R Guardians ad litem: mental illnesses.	2/18/2021- A. HEALTH 2/18/2021- Referred to Coms. on HEALTH and JUD.	Existing law authorizes a court, on its own motion or on request of certain specified persons, to appoint a guardian ad litem in a probate proceeding, as specified, to represent the interests of certain persons, including a minor or an incapacitated person. Existing law prohibits the appointment of a public guardian as a guardian ad litem in a probate proceeding, unless the court finds that no other qualified person is willing to act as a guardian ad litem. This bill would establish an additional procedure for the appointment of a guardian ad litem for a person who lacks the capacity to make rational informed decisions regarding medical care, mental health care, safety, hygiene, shelter, food, or clothing with a rational thought process due to a mental illness, defect, or deficiency. The bill would authorize certain persons to petition the court for the appointment of a guardian ad litem under these provisions, and would establish the procedures that would govern the filing of a petition, its notice provisions, and court procedures. Under certain circumstances, the bill would require the court to appoint the public defender or private counsel to represent a person who is the subject of a petition. This bill contains other existing laws.		
AB 581 Irwin D Cybersecurity.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 28).	Existing law establishes the Office of Information Security within the Department of Technology, under the direction of the Chief of the Office of Information Security, for the purpose of ensuring the confidentiality, integrity, and availability of state systems and applications and to promote and protect privacy as part of the development and operations of state systems and applications to ensure the trust of the residents of this state. The law requires an entity within the executive branch that is under the direct authority of the Governor to implement the policies and procedures issued by the office. The law additionally authorizes the office to conduct, or require to be conducted, an independent security assessment of every state agency, department, or office, as specified. The law authorizes the Military Department to perform an independent security assessment of any state agency,		Accountability And Administrative Review (text 3/25/2021) Support Oppose

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	Re-referred to Com. on APPR.	department, or office. This bill would require all state agencies, as generally defined, to review and implement specified National Institute of Standards and Technology (NIST) guidelines for, among other things, reporting, coordinating, publishing, and receiving information about a security vulnerability relating to information systems and the resolution thereof, no later than July 1, 2022. The bill would require the chief to review the NIST guidelines and to create, update, and publish any appropriate standards or procedures in the State Administrative Manual and Statewide Information Management Manual to apply the NIST guidelines to certain state governmental agencies, as defined, no later than April 1, 2022. The bill would authorize a state agency to satisfy their requirement to implement NIST guidelines by adopting those standards and procedures published in the State Administrative Manual and Statewide Information Management Manual. The bill would require the office to provide assistance to any state agency that requests assistance in implementing the guidelines or the standards and procedures, and to provide operational and technical assistance to state agencies on reporting, coordinating, publishing, and receiving information about cybersecurity vulnerabilities of information systems, until that agency withdraws their request for assistance with implementation or cybersecurity.		
AB 584 Rivas, Robert D	2/18/2021- A. TRANS. 3/29/2021- Re-referred to Com. on TRANS.	Existing law imposes limits on the size, weight, and load of vehicles that may be operated on the highway and authorizes the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to issue permits to operate the vehicles exceeding the specified size, weight, and load limits. This bill would, no later than July 1, 2022, require the department to develop a pilot program for the purpose of issuing a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment permitting the hauling of raw milk in excess of 80,000 pounds if the vehicle, combination, or equipment		
Department of Transportation: weight limits: special permits.				

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		meets specified criteria. The bill would require an application for the permit to contain specified information, including a description of the vehicles to be operated under the permit. The bill would state that a permit is valid for one year and may be canceled by the department for specified reasons including the failure of the applicant to maintain any of the conditions required for the application. The bill would state that the holder of a permit is not authorized to operate outside of designated corridors identified by the department. The bill would require the department to submit a report to the Legislature, as specified. The bill would require the department to conduct a study focused on specific issues, including air pollution emission reductions and fuel consumption, and provide results to the appropriate legislative policy committees. The bill would authorize the department to charge a fee, as specified. The bill would repeal these provisions on January 1, 2030.		
AB 585 Rivas, Luz D Climate change: Extreme Heat and Community Resilience Program.	4/14/2021- A. APPR. SUSPENSE FILE 4/14/2021-In committee: Set, first hearing. Referred to suspense file.	Existing law requires the Natural Resources Agency every 3 years to update the Safeguarding California Plan, the state’s climate adaptation strategy. As part of the update, existing law requires the agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. Existing law requires state agencies to work to maximize specified objectives related to climate change. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. This bill would establish the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program. Under the program, the bill would require the Office of Planning and Research to coordinate the state’s efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those		Natural Resources (text 3/17/2021) Support 350 Silicon Valley California Interfaith Power and Light California Sate Parks Foundation California Solar & Storage Association Climate Resolve Community Nature

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		projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the office, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the program.		Connection County Health Executives Association of California Edison International and Affiliates, Including Southern California Edison Elders Climate Action, NorCal and SoCal Chapters Environmental & Energy Consulting Oppose California Asphalt and Pavement Association
AB 589 Garcia, Eduardo D	2/11/2021- A. PRINT 2/12/2021- From printer. May be heard in committee March 14.	Existing law establishes various public assistance programs to provide protection, care, and assistance to the people of the state who are in need of those services. Existing law defines “public assistance” and “public assistance programs” to refer to specified public social services programs, including, among others, the California Work Opportunity and Responsibility to Kids (CalWORKs) program, adult day health care programs, programs for the aged, blind, and disabled, and in-home supportive services. This bill would make technical, nonsubstantive changes to that definition.		
Public Social Services.				

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AB 590 Gipson D Cities.	2/11/2021- A. PRINT 2/12/2021- From printer. May be heard in committee March 14.	Existing law sets forth various provisions relating to the governance of cities and defines the term “legislative body” for these purposes. This bill would make a nonsubstantive change to that definition.		
AB 594 McCarty D Law enforcement policies.	4/14/2021- A. APPR. SUSPENSE FILE 4/14/2021-In committee: Set, first hearing. Referred to suspense file.	Under existing law, a peace officer is justified in using deadly force when the officer reasonably believes, based on the totality of the circumstances, that such force is necessary to defend against an imminent threat of death or serious bodily injury to the officer or another person, or to apprehend a fleeing felon, as specified. This bill would, for deadly use of force incidents other than those required to be investigated by the Attorney General, require an agency to cause a criminal investigation of these incidents to be conducted, and would prohibit a law enforcement agency from having primary responsibility for conducting the criminal investigation into those incidents involving an officer employed by that agency. This bill would instead provide alternative protocols for investigations of those incidents, including investigation by the district attorney’s office, another law enforcement agency, or a multidisciplinary and multiagency task force. The bill would specify that these requirements apply only to a criminal investigation and not to any administrative or disciplinary investigation. The bill would also require each agency to adopt a written policy, or amend their existing written policy on the criminal investigation of officer-involved deadly use of force incidents, to be compliant with the requirements of this bill, and to make that policy available to the public, as specified. This bill contains other related provisions and other existing laws.		Public Safety (text 3/16/2021) Support California Public Defenders Association Consumer Attorneys of California San Francisco Public Defender Oppose California Association of Highway Patrolmen California Attorneys for Criminal Justice California State Sheriffs' Association Peace Officers Research Association of California

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AB 602 Grayson D Development fees: impact fee nexus study.	4/15/2021- A. H. & C.D. 4/20/2021- Re-referred to Com. on H. & C.D.	(1)Existing law, the Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed. Existing law requires a city, county, or special district that has an internet website to make available on its internet website certain information, as applicable, including its current schedule of fees and exactions.This bill, among other things, would require, on and after January 1, 2022, a city, county, or special district that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee or exaction, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is necessary, and (3) if the study is adopted after July 1, 2022, either calculate a fee levied or imposed on a housing development project proportionately to the square footage of the proposed units, or make specified findings explaining why square footage is not an appropriate metric to calculate the fees. The bill would also require a city, county, or special district to post a written fee schedule or a link directly to the written fee schedule on its internet website. The bill would require a city or county to request the total amount of fees and exactions associated with a project upon the issuance of a certificate of occupancy, and to post this information on its internet website, as specified. By requiring a city or county to include certain information in, and follow certain standards with regard to, its impact fee nexus studies and to include certain		Housing And Community Development (text 4/19/2021) Support Oppose

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		information on its internet website, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 603 McCarty D Law enforcement settlements and judgments: reporting.	4/28/2021- A. CONSENT T CALENDAR 4/29/2021- Read second time. Ordered to Consent Calendar.	Existing law requires each law enforcement agency to annually furnish specified information to the Department of Justice regarding the use of force by a peace officer. Existing law also establishes the Department of the California Highway Patrol within the Transportation Agency. This bill would require municipalities, as defined, to annually post on their internet websites specified information relating to settlements and judgments resulting from allegations of improper police conduct, including, among other information, amounts paid, broken down by individual settlement and judgment, information on bonds used to finance use of force settlement and judgment payments, and premiums paid for insurance against settlements or judgments resulting from allegations of improper police conduct. The bill would require the Transportation Agency to annually post the same information on its internet website regarding settlements and judgments against the Department of the California Highway Patrol. By increasing requirements for local governments, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Public Safety (text 2/11/2021) Support None Oppose None
AB 604 Daly D Road Maintenance and Rehabilitation Account: apportionment	4/21/2021- A. APPR. SUSPENSE FILE 4/21/2021-In committee: Set, first hearing.	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 funds, including revenues from certain fuel taxes and vehicle fees, for the program in the Road Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment		Transportation (text 2/11/2021) Support American Automobile Association of Northern California, Nevada & Utah Associated General Contractors-California

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of funds: accrued interest.	Referred to suspense file.	to cities and counties by the Controller pursuant to a specified formula. This bill would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the department for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.		Chapter Automobile Club of Southern California California Asphalt Pavement Association California Construction and Industrial Materials Association Northern California Carpenters Regional Council Transportation California Oppose None
AB 620 Mullin D Unified online environmental permit application.	2/12/2021- A. PRINT 2/13/2021- From printer. May be heard in committee March 15.	Existing law declares that the California Environmental Protection Agency is established to enhance the state's protection of the environment, by among other things, more effectively coordinating the permit actions of the departments or boards within the agency that issue environmental permits. Existing law declares the intent of the Legislature to provide a mechanism by which the California Environmental Protection Agency may further this objective of environmental protection by bringing relevant agencies together to synchronize, to the maximum extent feasible, the environmental permit requirements imposed on applicants by the departments or boards within the agency, among other objectives. This bill would express the intent of the Legislature to enact subsequent legislation creating a unified online environmental permit application and process for state agencies		

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		that simplify the submittal and tracking of environmental permits for permit applicants and state agencies, and supports interagency coordination.		
AB 621 Rivas, Robert D	3/25/2021- A. NAT. RES. 4/22/2021- Re-referred to Com. on NAT. RES.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. Under existing law, a lead agency's decision to adopt a negative declaration or mitigated negative declaration is reviewed by the courts under the fair argument standard while the lead agency's decision to certify an EIR is reviewed under the substantial evidence standard. This bill would authorize the Governor to certify a new hospital project or hospital expansion or modernization project as an environmental leadership hospital project if the project meets certain requirements. The bill would require the project applicant to certify compliance with certain labor standards in regards to the implementation of the project. The bill would require the lead agency to concurrently prepare the record of proceedings for a project certified by the Governor, as applicable. By requiring the concurrent preparation of the record of proceedings, this bill would impose a state-mandated local program. The bill would specify that the review of a lead agency's decision to adopt or certify an environmental review document, as defined, for a certified project is the		
California Environmental Quality Act: streamlined environmental review: standard of review: hospitals.				

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		substantial evidence standard. The bill would provide that, if the lead agency fails to adopt or certify an environmental review document on or before June 1, 2028, for a certified project, the provisions of the bill do not apply to that project. The provisions of the bill would be repealed by their own terms on January 1, 2029. This bill contains other related provisions and other existing laws.		
AB 654 Reyes D COVID-19: exposure: notification.	4/28/2021- A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first hearing. Referred to suspense file.	Under existing law, if an employer or representative of the employer receives a notice of potential exposure to COVID-19, the employer is required to take specified actions within one business day of the notice of potential exposure to, among other things, provide written notice to all employees on the premises at the worksite that they may have been exposed to COVID-19 and to report related information to the local public health department. Existing law also requires the State Department of Public Health to make workplace industry information received from local public health departments pursuant to these provisions available on its internet website in a manner that allows the public to track the number and frequency of COVID-19 outbreaks and the number of COVID-19 cases and outbreaks by industry reported by any workplace. This bill would require the State Department of Public Health to make workplace and industry information received from local public health departments available on its internet website in a manner that, among other things, allows the public to track the number of COVID-19 cases and outbreaks by both workplace and industry. This bill contains other related provisions.		Labor And Employment (text 2/12/ 2021) Support Oppose
AB 680 Burke D Greenhouse Gas Reduction Fund:	4/28/2021- A. APPR. 4/29/2021- From committee:	Existing law, the California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the 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		Natural Resources (text 2/12/20 21) Support

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California Just Transition Act.	Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 28).	from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would enact the California Just Transition Act, which would require the Labor and Workforce Development Agency to work with the state board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities.		Elders Climate Action, NorCal and SoCal Chapters Oppose Western Electrical Contractors Association
AB 682 Bloom D Planning and zoning: cohousing buildings.	2/25/2021-A. H. & C.D. 3/15/2021-In committee: Hearing postponed by committee.	The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances regulating zoning within its jurisdiction, as specified. This bill would require a city or county with a population of more than 400,000 people to permit the building of cohousing buildings, as defined, in any zone where multifamily residential buildings are permitted. The bill would require that cohousing buildings be permitted on the same basis as multifamily dwelling units. The bill would set minimum standards for the construction of cohousing buildings, including floor-space ratios and setback requirements. The bill would require that specified percentages of cohousing buildings be set aside for affordable housing, as specified. The bill would define terms for the purpose of these provisions. This bill contains other related provisions and other existing laws.		
AB 703 Rubio, Blanca D Open meetings:	2/25/2021-A. L. GOV. 4/29/2021-From	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and		

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local agencies: teleconferences.	committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.	providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would remove the notice requirements particular to teleconferencing and would revise the requirements of the act to allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda, provided that the public is allowed to observe the meeting and address the legislative body directly both in person and remotely via a call-in option or internet-based service option, and that a quorum of members participate in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the jurisdiction. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided. This bill contains other related provisions and other existing laws.		

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AB 712 Calderon D Local Agency Public Construction Act: change orders: County of Los Angeles.	2/25/2021- A. L. GOV. 4/28/2021- Re-referred to Com. on L. GOV.	Existing law, the Local Agency Public Construction Act, regulates contracting by local agencies, including counties and special districts. The act includes specific provisions for contracting by counties, contracting for county highways and county bridges and subways, and contracting by county waterworks districts. Other existing law regulates contracting by the Los Angeles County Flood Control District (LACFCD). Those specific provisions include change order authorization for contracts, as prescribed, and impose caps on the extra cost of any change order, varying with the value of the original contract. This bill would require that the existing caps be adjusted annually to reflect the percentage change in the California Consumer Price Index. The bill would authorize the County of Los Angeles to add a new change order cap of \$400,000 for contracts whose original cost exceeds \$25,000,000 and of \$750,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index. This bill contains other related provisions and other existing laws.		
AB 713 Garcia, Cristina D State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 28). Re-referred	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 conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts		Natural Resources (text 4/12/2021) Support 1000 Grandmothers for Future Generations 350 Silicon Valley Active San Gabriel Valley Alliance of Nurses for Healthy Environments American Lung

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	to Com. on APPR.	and health benefits that may accrue from the actions in the scoping plan and the pathways through which various policy actions may result in health impacts or health benefits, as specified.		Association of California California Alliance of Nurses for Healthy Environments California Bicycle Coalition California Health Care Climate Alliance California ReLeaf Center for Climate Change and Health Center for Community Action and Environmental Justice Central California Asthma Collaborative Climate Health Now Climate Plan Coalition for Clean Air Elders Climate Action, NorCal and SoCal Chapters Environmental Defense Fund Human Impact Partners Medical Students for a Sustainable Future

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				Mothers Out Front California Physicians for Social Responsibility - Sacramento Physicians for Social Responsibility - San Francisco Bay Prevention Institute Public Health Advocates Public Health Institute Safe Routes Partnership Sunrise Bay Area The Climate Center Oppose None
AB 721 Bloom D Covenants and restrictions: affordable housing.	4/27/2021- A. APPR. 4/29/2021- Re-referred to Com. on APPR.	Existing law permits a person who holds an ownership interest of record in property that the person believes is the subject of an unlawfully restrictive covenant based on, among other things, source of income, to record a Restrictive Covenant Modification, which is to include a copy of the original document with the illegal language stricken. Before recording the modification document, existing law requires the county recorder to submit the modification document and the original document to the county counsel who is required to determine whether the original document contains an unlawful restriction. This bill would make any recorded covenants, conditions, restrictions, or limits on the use of private or publicly owned land contained in any deed, contract, security instrument, or other		Judiciary (text 4/20/2021) Support Oppose

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		instrument affecting the transfer or sale that restricts the number, size, or location of the residences that may be built on the property, or that restricts the number of persons or families who may reside on the property, unenforceable against the owner of an affordable housing development, as defined. This bill contains other related provisions and other existing laws.		
AB 724 Ward D Homelessness programs: funding.	3/25/2021- A. H. & C.D. 3/26/2021- Re-referred to Com. on H. & C.D.	Existing law establishes various programs, including, among others, the Emergency Housing and Assistance Program, to provide assistance to homeless persons. Existing law requires a state agency or department that funds, implements, or administers a state program that provides housing or housing-related services to people experiencing homelessness or at risk of homelessness to revise or adopt guidelines and regulations to include enumerated Housing First policies. This bill would require specified state entities to, not later than January 1, 2023, develop a streamlined funding program that meets specified criteria, to support the state's policy goal of reducing homelessness statewide by providing funding opportunities for local governments, as defined, to increase their capacity to respond to local homelessness needs through providing housing, emergency shelters, or other assistance to homeless individuals and families, or those at risk for homelessness, as defined, designed to reduce homelessness in their local areas. The bill would require, not later than January 1, 2023, the state entities to prepare and submit to the Legislature a report on their proposed programs, as provided. This bill contains other existing laws.		
AB 726 Garcia, Eduardo D Capital	4/8/2021- S. RLS. 4/8/2021- Read third time. Passed.	Existing law, until January 1, 2024, authorizes a county, city and county, or city to establish a capital investment incentive program. Existing law requires a county, city and county, or city that has so elected, to pay a capital investment incentive amount to the proponent of a qualified manufacturing facility for up to 15 years, upon request by a proponent in writing. Existing law defines "qualified		Local Government (text 2/16/2021) Support None

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investment incentive program: qualified manufacturing facility.	Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	manufacturing facility” for these purposes to mean a proposed manufacturing facility that meets specified requirements including that the facility is operated certain businesses, including, among others, a business engaged in the recovery of minerals from geothermal resources or a business engaged in the manufacturing of parts or components related to the production of electricity using solar, wind, biomass, hydropower, or geothermal resources, as specified. This bill would add a business engaged in manufacturing of fuels, electrical parts, or components used in the field of clean transportation or the production of alternative fuel vehicles or electric vehicles to the list of business that may operate a qualified manufacturing facility.		Oppose None
AB 757 Davies R Private employment: COVID-19: positive test or diagnosis: documentation.	2/25/2021- A. L. & E. 2/25/2021- Referred to Com. on L. & E.	Existing law provides for the regulation and supervision of employment, including compensation, working hours, and various privileges and immunities relating to employment. Existing law authorizes the Division of Labor Standards Enforcement to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would authorize a private employer to request prescribed documentation of a positive COVID-19 test or diagnosis if an employee reports that the employee has been diagnosed or tested positive for COVID-19 and is unable to work and the employer determines that an employee may be subject to a 14-day exclusion from the workplace as required under certain law or regulations. The bill would require an employer, in requesting documentation pursuant to the bill and in receiving information in response to that request, to comply with existing privacy protections. This bill contains other related provisions.		
AB 773 Nazarian D	2/25/2021- A. L. GOV. 2/25/2021-	Existing law authorizes local authorities to adopt rules and regulations for highways under their jurisdiction if specified criteria are met. Under existing law, authorized actions by local authorities include permanent or temporary highway or		

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Street closures and designations.	Referred to Com. on L. GOV.	street closures under certain conditions and the designation of a highway as a through highway. This bill would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.		
AB 784 Quirk D Alameda-Contra Costa Transit District.	4/26/2021-S. RLS. 4/26/2021-In Senate. Read first time. To Com. on RLS. for assignment.	(1)The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority. This bill contains other related provisions and other existing laws.		Local Government (text 3/15/2021) Support AC Transit Oppose None
AB 786 Cervantes D California Transportation Commission: executive director.	2/25/2021-A. TRANS. 2/25/2021-Referred to Com. on TRANS.	Existing law establishes within the Transportation Agency the California Transportation Commission. Existing law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission. This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.		
AB 787 Gabriel D	4/28/2021-A. APPR. 4/29/2021-	Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Existing law requires that the housing		Local Government (text 4/20/2021)

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Planning and zoning: housing element: converted affordable housing units.	From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 28).	element include, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. Existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. This bill would authorize a planning agency to include in its annual report the number of units in an existing multifamily building that were converted to deed-restricted rental housing for very low, low-, or moderate-income households by the imposition of affordability covenants and restrictions for the unit. The bill would apply only to converted units that meet specified requirements, including that the rent for the unit prior to conversion was not affordable to very low, low-, or moderate-income households and the initial postconversion rent for the unit is at least 10% less than the average monthly rent charged over the 12 months prior to conversion. The bill would authorize a city or county to reduce its share of regional housing need for the income category of the converted units on a unit- for -unit basis, as specified. This bill contains other existing laws.		Support Oppose
AB 794 Carrillo D Air pollution: purchase of new vehicles: incentive	4/27/2021- A. APPR. 4/29/2021- Re-referred to Com. on APPR.	Existing law establishes various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of vehicles by individuals and fleet purchasers. This bill would establish specified labor and workforce standards that a manufacturer of new vehicles would be required to meet in order for the vehicles to be eligible under the incentive programs. The bill would specify that new vehicles eligible for incentives would be required to comply with the Federal Transit Administration's domestic content		Transportation (text 3/25/2021) Support Oppose

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programs: eligibility: labor and workforce standards.		standards for federal procurement of vehicles. The bill would require that 100% of the vehicles eligible for incentives be assembled at a final assembly point, as defined, in the United States. The bill would also establish specified labor and workforce standards that a fleet purchaser would be required to meet in order to be eligible to receive incentives for new vehicles under the incentive programs. This bill contains other related provisions.		
AB 795 Patterson R Department of Housing and Community Development: housing bond programs.	2/25/2021- A. H. & C.D. 2/25/2021- Referred to Com. on H. & C.D.	Existing law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including responsibility for administering various housing and home loan programs throughout the state. Existing law requires the department, on or before December 31 of each year, to submit an annual report containing specified information to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to include in those annual reports specified information relating to grant-based programs administered by the department, including the amount of the original awards to recipients, the portions not yet disbursed to recipients, and an estimate of how many individuals could benefit from the remaining balance. This bill contains other related provisions.		
AB 811 Rivas, Luz D Los Angeles County Metropolitan Transportation	4/27/2021- A. APPR. 4/27/2021- From committee: Do pass and re-refer to	Existing law creates the Los Angeles County Metropolitan Transportation Authority, with specified powers and duties. Existing law authorizes the authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management, acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Existing law authorizes the authority to award a contract under these provisions	Sponsor	Transportation (text 4/6/2021) Support Oppose

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Authority: contracting.	Com. on APPR. with recommendat ion: To Consent Calendar. (Ayes 15. Noes 0.) (April 26). Re-referred to Com. on APPR.	after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. Under existing law, a contract awarded pursuant to these provisions may include operation and maintenance elements if the inclusion of those elements meets certain requirements. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions and would instead apply this requirement to contracts that include operation and maintenance elements.		
AB 816 Chiu D State and local agencies: homelessness plan.	2/25/2021- A. H. & C.D. 2/25/2021- Referred to Com. on H. & C.D.	Existing law establishes in state government the Business, Consumer Services, and Housing Agency, comprised of the Department of Consumer Affairs, the Department of Housing and Community Development, the Department of Fair Employment and Housing, the Department of Business Oversight, the Department of Alcoholic Beverage Control, the Alcoholic Beverage Control Appeals Board, the California Horse Racing Board, and the Alfred E. Alquist Seismic Safety Commission. This bill, upon appropriation by the Legislature or upon receiving technical assistance offered by the federal Department of Housing and Urban Development (HUD), if available, would require the coordinating council to conduct, or contract with an entity to conduct, a statewide needs and gaps analysis to, among other things, identify state programs that provide housing or services to persons experiencing homelessness and create a financial model that will assess certain investment needs for the purpose of moving persons experiencing homelessness into permanent housing. The bill would provide that the council's		Housing And Community Development (text 2/16/ 2021) Support Oppose

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		obligation to conduct the statewide needs and gaps analysis is fulfilled if a technical assistance provider from HUD conducts the analysis on behalf of the council. The bill would require the council to work with the technical assistance provider to complete the analysis. The bill would authorize local governments to collaborate with the coordinating council or other entity conducting the analysis upon an appropriation by the Legislature to cover costs of the collaboration or upon provision of technical assistance by HUD. The bill would also require the coordinating council or any other entity conducting the analysis to seek input from the coordinating council's members on the direction of, design of data collection for, and items to be included in the statewide needs and gaps analysis. The bill would require the council to report on the analysis to specified committees in the Legislature by July 31, 2022. The bill would require the coordinating council or other entity conducting the analysis to evaluate all available data, including, among other things, data from other state departments and agencies. The bill would require a state department or agency with a member on the coordinating council to assist in data collection for the analysis by responding to data requests within 180 days, as specified. This bill contains other related provisions and other existing laws.		
AB 819 Levine D California Environmental Quality Act: notices and documents:	4/26/2021-S. RLS. 4/26/2021-In Senate. Read first time. To Com. on RLS. for assignment.	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as		Natural Resources (text 3/16/2021) Support American Planning Association, California Chapter

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electronic filing and posting.		revised, would have a significant effect on the environment. This bill would instead require the lead agency to mail or email those notices, and to post them on the lead agency's internet website. The bill would also require notices of an environmental impact report to be posted on the internet website of the county clerk of each county in which the project is located. Because this bill would impose additional duties on a lead agency and a county clerk, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		California Chamber of Commerce Oppose None
AB 821 Cooper D Sexually violent predators: placement outside county of domicile: notice and hearing.	3/18/2021-A. PUB. S. 4/27/2021-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law defines a sexually violent predator as a person who has been convicted of a sexually violent offense and has a diagnosed mental disorder that makes the person a danger to others in that they are likely to engage in sexually violent criminal behavior. Existing law provides for the commitment of a sexually violent predator to the State Department of State Hospitals. Existing law provides that a sexually violent predator may be conditionally released at the end of their commitment, as specified. Existing law requires a sexually violent predator who is conditionally released to be placed in the county that was the person's county of domicile prior to the person's incarceration, unless extraordinary circumstances exist requiring placement outside the county, as specified. This bill would require advance notice, as specified, if a sexually violent predator is to be released to a county other than their county of domicile. The bill would require the local jurisdiction to give public notice of the intended release and allow for public comment, as specified. The bill would require the court to hold an evidentiary hearing to determine if extraordinary circumstances exist. The bill would place the burden of showing extraordinary circumstances on the State Department of State Hospitals. The bill would require the court to accept remote testimony and written affidavits, as specified, for this hearing. The bill would limit how a lack of housing		

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		may be used to justify extraordinary circumstances and would require the department to present specified evidence regarding housing. The bill would also provide for discovery of relevant materials. This bill contains other existing laws.		
AB 823 Gray D High-Speed Rail Authority: trains powered by fossil fuel combustion engines.	2/25/2021- A. TRANS. 2/25/2021- Referred to Com. on TRANS.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the high-speed rail system to be designed to use electric trains. Existing law authorizes the authority, upon receiving legislative or voter approval, to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. This bill would prohibit the authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.		
AB 840 Holden D County transportation commissions: regional transit service: airports.	3/11/2021- A. TRANS. 3/16/2021- Re-referred to Com. on TRANS.	The County Transportation Commissions Act provides for the creation of county transportation commissions in the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, with various powers and duties relative to transportation planning and funding, as specified. Existing law requires the county transportation commissions for the Counties of Los Angeles, Orange, Riverside, and San Bernardino, upon the adoption of a resolution by each of those commissions, to jointly develop, in consultation with certain governmental agencies, a program for regional transit services, as defined, within the multicounty region. This bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports		

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		within the multicounty region, as provided. The bill would require the initial regional transit services draft program under these provisions to be completed on or before December 1, 2022. The bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to hold a joint public hearing in each county in their jurisdiction on the draft program no earlier than 30 days after the draft has been completed. Following the public hearings, the bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to adopt the regional transit services program. By imposing additional duties on county transportation commissions, the bill would impose a state-mandated local program. This bill contains other existing laws.		
AB 843 Aguiar-Curry D California Renewables Portfolio Standard Program: renewable feed- in tariff: Bioenergy Market Adjusting Tariff program: community	4/28/2021- A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first hearing. Referred to suspense file.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires the commission, in consultation with the Independent System Operator, to establish resource adequacy requirements for all load-serving entities, defined to include electrical corporations, community choice aggregators, and electric service providers. The California Renewables Portfolio Standard Program requires the commission to establish a renewables portfolio standard requiring all retail sellers, defined as including electrical corporations, community choice aggregators, and electric service providers, 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 33% of retail sales by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The California Renewables Portfolio Standard Program requires every electrical corporation to file with the commission a standard tariff for electricity generated by an electric generation facility, as defined, that qualifies for the tariff, is owned and operated by a retail		Committee On Utilities And Energy (text 2/17/2021) Support Oppose

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choice aggregators.		customer of the electrical corporation, and is located within the service territory of, and developed to sell electricity to, the electrical corporation. The commission refers to this requirement as the renewable feed-in tariff. This bill would provide that the renewable feed-in tariff would apply to a qualifying electric generation facility that is developed to sell electricity to the electrical corporation or, for a bioenergy electric generation facility, to an electrical corporation or a community choice aggregator within the electrical corporation's service territory. This bill contains other related provisions and other existing laws.		
AB 845 Rodriguez D Disability retirement: COVID-19: presumption.	4/15/2021- A. APPR. 4/28/2021- From committee: Do pass. (Ayes 14. Noes 0.) (April 28).	Existing law, until 2023, defines "injury" for purposes of workers' compensation insurance to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, and creates a disputable presumption, as specified, that the injury arose out of the course of employment and is compensable. This presumption is applicable to specified public safety, firefighter, and medical occupation, among others, as specified. This bill, until January 1, 2023, would create a presumption, applicable to the retirement systems that PEPRA regulates and to specified members in those systems, that would be applied to disability retirements on the basis, in whole or in part, of a COVID-19-related illness. In this circumstance, the bill would require that it be presumed the disability arose out of, or in the course of, the member's employment. The bill would authorize the presumption to be rebutted by evidence to the contrary, but unless controverted, the applicable governing board of a public retirement system would be required to find in accordance with the presumption. The bill would apply this presumption to members employed in specified firefighter, public safety officer, and health care job classifications, or their functional equivalents, and to members in other job classifications who test positive for COVID-19 during an		Committee On Public Employment And Retirement (text 3/30/2021) Support Oppose

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		outbreak of the disease at their places of employment, as defined.This bill contains other existing laws.		
AB 846 Low D Local Agency Public Construction Act: job order contracting.	4/22/2021-A. THIRD READING 4/22/2021-Read second time. Ordered to third reading.	Existing law, the Local Agency Public Construction Act, authorizes job order contracting for school districts and community college districts until January 1, 2022. Existing law requires job order contractors to submit a questionnaire to the school district or community college district containing specified information verified under oath.This bill would change the January 1, 2022, repeal date to January 1, 2027, thereby extending authorization for job order contracting for school districts and community college districts indefinitely, and make conforming changes. By extending the operation of those provisions that expand the crime of perjury, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.		Higher Education (text 2/17/2021) Support Oppose
AB 859 Irwin D Mobility devices: personal information.	4/21/2021-A. APPR. SUSPENSE FILE 4/21/2021-In committee: Set, first hearing. Referred to suspense file.	Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information.This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility		Privacy And Consumer Protection (text 2/17/2021) Support Oppose

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		options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.		
AB 867 Kiley R Family care leave: child deceased in childbirth.	2/25/2021- A. INS. 2/25/2021- Referred to Com. on INS.	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 expand eligibility for benefits under the paid family leave program by expanding bonding leave relating to a child's birth to include leave for a parent who was pregnant with a child, if the child dies unexpectedly during childbirth at 37 weeks or more of pregnancy. This bill contains other existing laws.		
AB 885 Quirk D Bagley-Keene Open Meeting Act: teleconferencing	2/25/2021- A. G.O. 3/25/2021- Re-referred to Com. on G.O.	The Bagley-Keene Open Meeting Act (Bagley-Keene Act), requires, with specified exceptions, that all meetings of a state body, as defined, be open and public, and all persons be permitted to attend any meeting of a state body, except as provided. The Bagley-Keene Act, among other things, requires a state body that elects to conduct a meeting or proceeding by teleconference to make the portion of the meeting that is required to be open to the public audible to the public at the location specified in the notice of the meeting. The Bagley-Keene Act requires a state body that elects to conduct a meeting or proceeding by teleconference to post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and requires each teleconference location to be accessible to the public. That law authorizes any meeting of a state body that is an advisory board, advisory commission, advisory committee, advisory subcommittee, or similar multimember advisory body to hold an open meeting by teleconference if the meeting complies with the requirements of the		

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		<p>act, except as provided. Existing law requires that when a member of a multimember state advisory body participates remotely the body provide a means by which the public may remotely hear audio of the meeting or remotely observe the meeting. Existing law requires a multimember state advisory body to end or adjourn a meeting if it discovers that a required means of remote access has failed during the meeting, and, if the meeting is to adjourn and reconvene on the same day, that law requires the body to communicate, among other things, how a member of the public may hear audio of the meeting or observe the meeting. This bill would require a state body that elects to conduct a meeting or proceeding by teleconference to make the portion that is required to be open to the public both audibly and visually observable. The bill would require a state body that elects to conduct a meeting or proceeding by teleconference to post an agenda at the designated primary physical meeting location in the notice of the meeting where members of the public may physically attend the meeting and participate. The bill would extend the above requirements of meetings of multimember advisory bodies that are held by teleconference to meetings of all multimember state bodies. The bill would require a multimember state body to provide a means by which the public may both audibly and visually remotely observe a meeting if a member of that body participates remotely. The bill would further require any body that is to adjourn and reconvene a meeting on the same day to communicate how a member of the public may both audibly and visually observe the meeting. The bill would also make nonsubstantive changes to those provisions. This bill contains other existing laws.</p>		
AB 886 Chiu D	4/28/2021- A. APPR. 4/29/2021-	Existing law defines a “hate crime” as a criminal act committed, in whole or in part, because of actual or perceived characteristics of the victim, including, among other things, race, religion, disability, and sexual orientation. Existing law creates		Public Safety (text 4/12/2021) Support

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Victims.	Read second time and amended.	various preconviction diversion programs for persons charged with crimes. Existing law states that restorative justice is a principal policy goal of the state in sentencing for hate crimes. This bill would, subject to an appropriation of funds by the Legislature, create a grant program within the Department of Justice to provide grants to community-based organizations, as defined, for the implementation and operation of restorative justice programs, as defined, that are focused on hate violence, as defined. This bill contains other related provisions and other existing laws.		AAPI Women Lead ACLU California Action Anti-Defamation League API Equality-Los Angeles Arab Resource and Organizing Center (AROC) Asian Law Alliance California Healthy Nail Salon Collaborative California Public Defenders Association Center for Empowering Refugees and Immigrants Chinese Culture Foundation of San Francisco East Bay Asian Local Development Corporation Ella Baker Center for Human Rights Florin Japanese American Citizens League - Sacramento Valley Having Our Say

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				Coalition Hip Hop for Change, INC. Japanese American Citizens League, Berkeley Chapter Korean American Community Foundation of San Francisco Korean American Family Services, INC. Korean Community Center of East Bay San Francisco Bay Area Rapid Transit District San Francisco District Attorney San Francisco Public Defender Silicon Valley Community Foundation Sonoma County Japanese American Citizens League South Bay Youth Changemakers

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				Southeast Asian Development Center Oppose None
AB 897 Mullin D Office of Planning and Research: regional climate networks: climate adaptation action plans.	4/14/2021- A. APPR. 4/20/2021- Re-referred to Com. on APPR.	Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.		Natural Resources (text 4/7/2021) Support 350 Silicon Valley Bay Planning Coalition California Native Plant Society Change Begins With Me Indivisible Group Community Nature Connection Defenders of Wildlife Elders Climate Action, NorCal and SoCal Chapters Hammond Climate Solutions Local Government Commission Midpeninsula Regional Open Space District

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				Pacific Forest Trust San Diego Climate Action Campaign San Diego Coastkeeper San Francisco Public Utilities Commission Save the Bay Sierra Business Council Solano County Water Agency Oppose None
AB 905 Quirk D Mobile fueling on-demand tank vehicles: performance standards.	2/25/2021-A. TRANS. 4/12/2021-In committee: Set, first hearing. Hearing canceled at the request of author.	(1)Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and 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. Existing law makes a violation of a rule or regulation of the state board a misdemeanor. This bill would require the state board to regulate a mobile fueling on-demand tank vehicle, as defined, as a mobile source, and, contingent upon an appropriation by the Legislature for this purpose, to adopt regulations on or before a specified date to control emissions attributable to mobile fueling on-demand tank vehicles and to certify equipment for those vehicles, as provided. The bill would authorize the state board to allow the use of onboard refueling vapor recovery (ORVR) systems to achieve or maintain the standards and procedures adopted in those regulations for the control of gasoline vapors resulting from the motor vehicle fueling operations of a mobile fueling on-demand tank vehicle. As part of		

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		those regulations, the bill would require the state board, in consultation with air pollution control and air quality management districts, to adopt regulations to govern the motor vehicle fueling operations of a mobile fueling on-demand tank vehicle to ensure the protection of public health and safety and the environment. The bill would authorize a district to enter into a memorandum of understanding to enforce the regulations applicable to the motor vehicle fueling operations of a mobile fueling on-demand tank vehicle. Because a violation of those regulations would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 906 Carrillo D Zero-emission trucks: tax and fee exemptions.	2/25/2021- A. REV. & TAX 3/22/2021-In committee: Hearing postponed by committee.	(1)Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. Those laws provide various exemptions from those taxes. This bill would exempt from those taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.This bill contains other related provisions and other existing laws.		
AB 917 Bloom D Vehicles: video imaging of parking violations.	4/28/2021- A. THIRD READING 4/28/2021- Read second time. Ordered	Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law	Co-Sponsor	Privacy And Consumer Protection (text 4/12/2021) Support Oppose

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	to third reading.	enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District. This bill contains other related provisions and other existing laws.		
AB 932 Levine D Cradle-to-Career Grant Program.	4/21/2021-A. APPR. SUSPENSE FILE 4/21/2021-In committee: Set, first hearing. Referred to suspense file.	Existing law requires the Department of Community Services and Development to, among other things, plan and evaluate strategies for overcoming poverty in the state, mobilize resources in support of antipoverty and community services programs, and administer public and private funds designed to support antipoverty programs that are not currently administered by other departments. This bill would require the department to establish and administer the Cradle-to-Career (C2C) Grant Program for the purpose of addressing child poverty and achievement gaps among California children of different races and socioeconomic statuses. Under the bill, C2C grants awarded would be available to community-level or regional networks, as specified. The bill would require the department to convene and facilitate a workgroup to establish common indicators and metrics, an application		Human Services (text 2/17/2021) Support Oppose

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		process, and additional requirements deemed appropriate to further the purposes of the program. This bill contains other related provisions.		
AB 934 Cooley D Public buildings: shelter in place: guidelines.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 28). Re-referred to Com. on APPR.	Existing law establishes the Department of General Services, under the control of an executive officer known as the Director of General Services, in the Government Operations Agency and vests the department with specified powers and duties pertaining to state-owned real property and state buildings. This bill, no later than March 1, 2022, would require the department to prepare and submit to the Joint Rules Committee a report summarizing current building safety guidelines of the Federal Emergency Management Agency, or similar building safety guidelines, relating to the integration of shelter-in-place facilities in public buildings.		Accountability And Administrative Review (text 2/17/2021) Support Oppose
AB 950 Ward D Department of Transportation: sales of excess real property: affordable housing, emergency	2/25/2021- A. H. & C.D. 4/20/2021- Re-referred to Com. on H. & C.D.	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law authorizes the department to acquire any real property that it considers necessary for state highway purposes. Existing law requires the department to offer to sell or exchange excess real property, as defined, within one year from the date that it is determined by the department to be excess. This bill would authorize the department to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as		Housing And Community Development (text 4/19/2021) Support Oppose

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shelters, and feeding programs.		specified. The bill would exempt these sales from the California Environmental Quality Act.		
AB 977 Gabriel D Homelessness prevention programs: Homeless Management Information System.	4/21/2021- A. APPR. 4/22/2021- From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 21). Re-referred to Com. on APPR.	(1)Existing law establishes the Multifamily Housing Program administered by the Department of Housing and Community Development. Existing law requires assistance for projects under the program to be provided in the form of deferred payment loans to pay for eligible costs of the development, as provided. Existing law also requires that funds appropriated in the 2020 Budget Act or an act related to the 2020 Budget Act, including moneys received from the Coronavirus Relief Fund established by the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic, be disbursed in accordance with the Multifamily Housing Program for specified uses, and provides that the above-described deferred payment loan requirement under the program does not apply to assistance provided pursuant to these provisions, as specified. This bill would require, on or before July 1, 2022, that a grantee or entity operating specified state homelessness programs, including the No Place Like Home Program, as a condition of receiving state funds, to enter the collected data elements on the individuals and families it serves into its local Homeless Management Information System, unless otherwise exempted by state or federal law. The bill would require the Homeless Coordinating and Financing Council to specify the form and substance of the required data elements. The bill would apply the data entry requirements to all new state homelessness programs that commence on or after July 1, 2022. This bill contains other related provisions and other existing laws.		Human Services (text 4/19/2021) Support California Apartment Association California Association of Veteran Service Agencies California Catholic Conference California Taxpayers Association City of Los Angeles, Controller Northridge Vision 2025 West Valley Warner Center Chamber of Commerce Oppose None

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AB 992 Cooley D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 28). Re-referred to Com. on APPR.	Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, 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. This bill would specify that peer-to-peer truck sharing platform demonstration is eligible for funding under the program.		Natural Resources (text 3/25/2021) Support FluidTruck Oppose None
AB 995 Gonzalez, Lorena D Paid sick days: accrual and use.	4/22/2021- A. APPR. 4/26/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred	(1)Existing law, with certain exceptions, entitles an employee to paid sick days for certain purposes if the employee works in California for the same employer for 30 or more days within a year from the commencement of employment. Existing law requires the leave to be accrued at a rate of no less than one hour for every 30 hours worked, and to be available for use beginning on the 90th day of employment. This bill would modify the employer's alternate sick leave accrual method to require that an employee have no less than 40 hours of accrued sick leave or paid time off by the 200th calendar day of employment or each calendar year, or in each 12-month period. The bill would modify that satisfaction provision to authorize an employer to satisfy accrual requirements by providing not less than 40 hours or 5 days of paid sick leave that is available to the employee to use by the completion of the employee's 200th calendar day of employment. The bill would also provide that an employer is under no obligation to allow an employee's total		Labor And Employment (text 2/18/2021) Support Oppose

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	to Com. on APPR.	accrual of paid sick leave to exceed 80 hours or 10 days, as specified. The bill would raise the employer's authorized limitation on the employee's use of carryover sick leave to 40 hours or 5 days. This bill contains other related provisions and other existing laws.		
AB 1001 Garcia, Cristina D Environment: air pollution and mitigation measures for air and water quality impacts.	3/4/2021-A. NAT. RES. 4/28/2021-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law requires each air pollution control district and each air quality management district (air district) that has a nonattainment area for one or more air pollutants to adopt an expedited schedule for the implementation of best available retrofit control technology (BARCT) by the earliest feasible date, but not later than December 31, 2023. Existing law provides that the adopted expedited schedule applies only to each industrial source that, as of January 1, 2017, was subject to a market-based compliance mechanism for the emissions of greenhouse gases adopted by the State Air Resources Board, as provided. This bill would additionally require those air districts to adopt an expedited schedule for the implementation of best available control technology (BACT). The bill would delete the provision applying the expedited schedule only to industrial sources that are subject to the market-based compliance mechanism. The bill would provide that industrial sources that, as of January 1, 2027, were subject to the market-based compliance mechanism and that fail to implement BARCT by December 31, 2023, are not eligible to participate in the market-based compliance mechanism. Because this bill would impose additional duties on air districts, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1017 Quirk-Silva D Public	4/28/2021-A. APPR. 4/29/2021-From	Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned		Local Government (text 2/18/2021) Support

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restrooms: Right to Restrooms Act of 2021.	committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 28). Re-referred to Com. on APPR.	facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require local governments, as defined, to do an inventory of public restrooms that are available to the homeless population to use during the COVID-19 state of emergency, as defined. The bill would require local governments to report their findings to the Office of Emergency Services, which would be required to compile the information in a report to the Legislature, as provided. This bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.		Oppose
AB 1028 Seyarto R Telework Flexibility Act.	3/4/2021- A. L. & E. 3/4/2021- Referred to Coms. on L. & E. and JUD.	Existing law, with various exceptions, generally establishes 8 hours as a day's work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hours worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified. The authorization would apply only if an employee is working remotely and not under the physical control of the employer. The bill would require that the flexible work schedule contain specified information and the employer's and the employee's original signatures. The bill would except split shift premiums from application to the work of employees who are working an employee-selected remote work flexible work schedule. The bill would require the Division of Labor Standards Enforcement in the Department of Industrial Relations to enforce this provision and adopt regulations. This bill contains other related provisions and other existing laws.		

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AB 1029 Mullin D Housing elements: prohousing local policies.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (April 28). Re-referred to Com. on APPR.	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. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies. This bill contains other related provisions and other existing laws.		Local Government (text 2/18/ 2021) Support Oppose
AB 1033 Bauer-Kahan D California Family Rights Act: parent-in-law: small employer family leave mediation: pilot program.	4/27/2021- A. APPR. 4/29/2021- Read second time and amended.	Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to enforcement of civil rights laws with respect to housing and employment and to protect and safeguard the right of all persons to obtain and hold employment without discrimination based on specified characteristics or status. Existing law grants the department the power to receive, investigate, conciliate, mediate, and prosecute complaints alleging unlawful employment practices. This bill would additionally include leave to care for a parent-in-law within the definition of family care and medical leave, and would make other conforming changes. This bill contains other related provisions and other existing laws.		Judiciary (text 4/13/2021) Support Oppose

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AB 1035 Salas D Department of Transportation and local agencies: streets and highways: recycled materials.	4/13/2021- A. APPR. 4/13/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 12). Re-referred to Com. on APPR.	The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Existing law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials. Existing law requires a local agency that has jurisdiction over a street or highway to either adopt these standards developed by the Department of Transportation or to discuss at a public hearing why the standards are not being adopted. Existing law requires the State Procurement Officer, when purchasing materials to be used in paving or paving subbase for use by the Department of Transportation and any other state agency that provides road construction and repair services, to contract for those items that use recycled material in those materials, unless the Director of Transportation determines that the use of the materials is not cost effective. This bill would require the department and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that		Transportation (text 4/5/2021) Support Oppose

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		reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		
AB 1037 Grayson D Infrastructure construction: digital construction management technologies.	4/27/2021- A. APPR. 4/29/2021- From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 27).	Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, establishes the Infrastructure and Economic Development Bank and authorizes it to, among other things, issue bonds, make loans, and provide other financial assistance to various types of projects that constitute economic development facilities or public development facilities. This bill would require a civil infrastructure project, as defined, with a project cost greater than \$50,000,000 that receives any state funding and begins preconstruction activities after January 1, 2022, to deploy digital construction management technologies, as defined. The bill would require an awarding agency to require a bid or proposal for a civil infrastructure project contract to include a digital construction management plan that describes how the bidder would utilize digital construction management technology to significantly reduce project cost, improve project delivery times, or increase project quality, as specified. The bill would require a state agency that constructs or manages a civil infrastructure project to develop a comprehensive multiyear and multidiscipline plan to fully integrate and deploy digital construction management technologies across the agency by January 1, 2025, as specified.		Jobs, Economic Development, And The Economy (text 4/20/2021) Support Business Software Association California Manufacturers and Technology Association Trimble Oppose None
AB 1041 Wicks D Employment: leave.	4/26/2021- A. APPR. 4/29/2021- In committee: Set, first hearing. Hearing	(1) Existing law, commonly known as the California Family Rights Act, makes it an unlawful employment practice for any government employer or employer with 5 or more employees to refuse to grant a request by any employee with more than 12 months of service with the employer, and who has at least 1,250 hours of service with the employer during the previous 12-month period or who meets certain other requirements, to take up to a total of 12 workweeks in any 12-month period to, among other things, bond with a new child of the employee or to care for		Labor And Employment (text 2/18/2021) Support Oppose

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	canceled at the request of author.	themselves or a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner, as specified. This bill would expand the population that an employee can take leave to care for to include a designated person. The bill would define “designated person” to mean a person identified by the employee at the time the employee requests family care and medical leave. The bill would authorize an employer to limit designation of a person, as prescribed. This bill contains other related provisions and other existing laws.		
AB 1042 Jones-Sawyer D Skilled nursing facilities: unpaid penalties: related parties.	4/29/2021- A. THIRD READING 4/29/2021- Read second time. Ordered to third reading.	The Long-Term Care, Health, Safety, and Security Act of 1973 generally requires the State Department of Public Health to license and regulate long-term health care facilities and to establish an inspection and reporting system to ensure that long-term health care facilities are in compliance with state statutes and regulations. The term “long-term health care facility” includes, among other types of facilities, a skilled nursing facility. Existing law relating to health facility data reporting requires an organization that operates, conducts, owns, or maintains a licensed skilled nursing facility to file with the Office of Statewide Health Planning and Development information as to whether the licensee, or a general partner, director, or officer of the licensee, has an ownership or control interest of 5% or more in a related party that provides any service to the skilled nursing facility. Existing law defines “related party” for those purposes as an organization related to the licensee provider or that is under common ownership or control, as defined in a specified federal regulation. This bill would expressly authorize the department, if a licensee provider fails to pay specified penalties in full when all appeals have been exhausted and the department’s position has been upheld, to give written notice to the licensee provider and related parties in which the licensee provider has an ownership or control interest of 5% or more that the department may take appropriate legal action to recover the unpaid penalty amount from the licensee		Health (text 3/25/2021) Support Oppose

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		provider’s financial interest in the related party. This bill also would require the department to give written notice to related parties when a citation has been issued against a facility licensee, and to advise the related parties of the potential action if the violation is not remedied and penalties are assessed. This bill contains other existing laws.		
AB 1043 Rivas, Luz D Housing programs: rental housing developments: affordable rent: deeply low income households.	3/4/2021- A. H. & C.D. 3/4/2021- Referred to Com. on H. & C.D.	Existing law, the Zenovich-Moscone-Chacon Housing and Home Finance Act, prohibits “affordable rent” for certain rental housing developments that receive assistance on or after January 1, 1991, from exceeding a specified percentage based on the area median income adjusted for family size and whether the household is an extremely low income household, very low income household, lower income household, or moderate-income household. This bill, for leases entered into on or after January 1, 2022, would additionally prohibit “affordable rent” for certain rental housing developments that receive assistance from exceeding the product of 30 percent times 15 percent of the area median income adjusted for family size appropriate for the unit if the household is a “deeply low income household,” as defined to mean persons and families whose incomes do not exceed 15 percent of area median income, adjusted for family size, as specified. This bill contains other related provisions and other existing laws.		Housing And Community Development (text 2/18/2021) Support Oppose
AB 1047 Daly D Road Repair and Accountability Act of 2017: reporting internet website.	4/28/2021- A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first hearing.	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system		Transportation (text 2/18/2021) Support American Automobile Association of Northern California, Nevada & Utah Associated General

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	Referred to suspense file.	and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.		Contractors-California Chapters Automobile Club of Southern California California Asphalt Pavement Association California Construction and Industrial Materials Association Northern California Carpenters Regional Council Transportation California Oppose None
AB 1048 Cooper D Alameda Health System Hospital Authority: labor negotiations.	3/18/2021- A. P.E. & R. 4/29/2021- VOTE: Do pass. (PASS)	Existing law establishes an independent public agency to manage, administer, and control the Alameda Health System, which is known as the Alameda Health System Hospital Authority. The hospital authority is governed by a board that is appointed by the Board of Supervisors of the County of Alameda. Existing law prescribes the characteristics of employees of the hospital authority who are and are not authorized to participate in the Alameda County Employees' Retirement Association at the time the provisions authorizing the creation of the hospital authority become effective. Existing law generally prohibits a person employed by the hospital authority on or before the date these provisions became effective who was not qualified for membership in the Alameda County Employees' Retirement Association at that time from becoming qualified for membership as a result of		Committee On Public Employment And Retirement (text 4/20/2021) Support Oppose

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		subsequent employment with the hospital authority. This bill would repeal the above-described prohibition on certain employees of the Alameda Health System Hospital Authority qualifying for membership in the Alameda County Employees' Retirement Association. The bill, during a specified time period, would require that a request to meet and confer by a recognized union or bargaining agent result in the reopening of an effective memorandum of understanding for the purpose of negotiating an agreement regarding the inclusion of certain people within the applicable bargaining unit in the Alameda County Employees' Retirement Association. The bill would authorize a side letter or similar agreement to be negotiated in lieu of reopening the memorandum of understanding. The bill would prescribe membership tier requirements for people who are members of the Alameda County Employees' Retirement Association and who transfer, reassign, or are hired, as specified, which would apply if the facility or hospital authority and a recognized union or bargaining agent agree to include people within an applicable bargaining unit participating in the Alameda County Employees' Retirement Association. The bill would delete a provision relating to people who are not members of the Alameda County Employees' Retirement Association in connection with the characteristics of people who may become a member of the association, subject to a memorandum of understanding, as specified.		
AB 1049 Davies R Public Transportation Account: loan repayment.	3/4/2021- A. TRANS. 3/4/2021- Referred to Com. on TRANS.	Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the		

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		jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.		
AB 1056 Grayson D Infrastructure financing: industrialized housing.	3/18/2021- A. H. & C.D. 3/22/2021- Re-referred to Com. on H. & C.D.	Existing law establishes the Department of Housing and Community Development (department) and sets forth its powers and duties including functioning as the principal state department responsible for coordinating federal-state relationships in housing and community development, except for housing finance. Those duties include, among other things, administration of the Emergency Housing and Assistance Program. This bill would require the department and the bank to develop a proposed program, as specified, to invest in the building of offsite industrialized housing to support the policy goal of increasing the state's capacity to quickly respond to additional housing needs precipitated by homelessness, wildfires, COVID-19, or other emergency situations. The bill would require the department and the bank to report its recommendations to the Legislature by January 1, 2023, including whether and how industrialized housing would alleviate the state's housing, homelessness, and disaster response needs. The bill would preclude implementation of the recommended programs unless approved by a subsequent act of the Legislature. This bill contains other existing laws.		

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AB 1068 Santiago D Affordable housing: alternative forms of development: model plan.	3/4/2021- A. H. & C.D. 3/4/2021- Referred to Com. on H. & C.D.	Existing law continues into existence the Department of Housing and Community Development (HCD) in the Business, Consumer Services, and Housing Agency. Under existing law, HCD is required to update and revise the California Statewide Housing Plan, which provides, among other things, a housing strategy that coordinates the housing assistance and activities of state and local agencies, including the provision of housing assistance for various populations. This bill would require HCD to create a model plan for the use of alternative forms, as defined, of developing affordable housing for the purpose of substantially reducing the cost of a unit of affordable housing. The bill would require the model plan to be used in state agency decisions in all state-subsidized housing loan and grant programs. The bill would also require a local agency, nonprofit affordable housing sponsor, private entity, or individual that receives surplus state real property from the state to use the model plan to guide any housing development on that property. The bill would make findings and declarations in this regard. This bill contains other related provisions and other existing laws.		
AB 1069 Lackey R Zero-emission passenger vehicles: underrepresented communities.	3/4/2021- A. TRANS. 3/4/2021- Referred to Com. on TRANS.	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would establish a goal of the state for 60% of new zero-emission passenger vehicles sold in the state for noncommercial private use to be purchased by or on behalf of persons from an underrepresented community, as defined. The bill would prohibit the state board from pursuing strategies to implement any goal for zero-emission passenger vehicle sales established by statute or executive order unless those strategies are		

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		also designed to achieve the goal established by this bill simultaneously. The bill would also require the state board to annually post a zero-emission vehicle equity report on its internet website describing the state's progress towards achieving the zero-emission vehicle equity goal. This bill contains other existing laws.		
AB 1071 Rodriguez D Office of Emergency Services: tabletop exercises.	4/28/2021- A. APPR. SUSPENSE FILE 4/28/2021-In committee: Set, first hearing. Referred to suspense file.	Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency, and local officials and local governments to proclaim a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist. Existing law establishes the Office of Emergency Services (OES) within the office of the Governor and sets forth its powers and duties relating to responsibility over the state's emergency and disaster response services for natural, technological, or manmade disasters and emergencies, including responsibility for activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would require OES to biennially convene key personnel and agencies that have emergency management roles and responsibilities to participate in tabletop exercises in which the participant's emergency preparedness plans are discussed and evaluated under various simulated catastrophic disaster situations, as specified. This bill contains other related provisions.		Emergency Management (text 3/25/ 2021) Support Oppose
AB 1076 Kiley R Automated license plate recognition systems: model policy.	4/22/2021- A. APPR. 4/26/2021- From committee: Do pass and re-refer to Com. on	Existing law defines an automated license plate recognition (ALPR) system as a searchable computerized database resulting from the operation of one or more mobile or fixed cameras combined with computer algorithms to read and convert images of registration plates and the characters they contain into computer-readable data. Existing law imposes specified requirements on an ALPR operator and an ALPR end-user including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. This bill would		Privacy And Consumer Protection (text 2/18/20 21) Support None Oppose None

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	APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (April 22). Re-referred to Com. on APPR.	require the Department of Justice to draft and make available on its internet website an ALPR system policy template for local law enforcement agencies. This bill would additionally require the department to develop and issue guidance for local law enforcement agencies to help them identify and evaluate the types of data they are storing in their systems, as specified.		
AB 1087 Chiu D Environmental Justice Community Resilience Hubs Program.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (April 28). Re-referred to Com. on APPR.	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 ensure that statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The state board is authorized to include market-based compliance mechanisms to comply with the regulations. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Beginning with the fiscal year commencing July 1, 2022, and ending with the fiscal year ending June 30, 2027, except as provided, this bill would require the PUC to annually allocate 5% of the revenues received by the electrical corporations from that allocation of greenhouse gas		Natural Resources (text 4/21/2021) Support 1 Individual 350 Butte County 350 Silicon Valley 50 Acterra Action for a Healthy Planet Acterra ActiveSVG Asian Pacific Environmental Network Bay Area Regional Health Inequities

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		<p>allowances to the Environmental Justice Community Resilience Hubs Program, which would require each electrical corporation to award those allocated revenues to a single third-party administrator, selected by the commission, that will award competitive grants to owners of critical community institutions, meeting eligibility criteria established by the PUC, for building upgrade projects that demonstrate community engagement in all phases, demonstrate multistakeholder partnerships, reflect the geographic diversity of the state, and are installed at critical community institutions. The bill would require the PUC to select a third-party administrator by no later than March 1, 2023, and require that the program be operational and begin processing applications by no later than July 1, 2023. The bill would require that the program be jointly operated among all the participating electrical corporations and be consistent across the utility territories. The bill would require the third-party administrator ensure that program moneys from each utility are used only for projects located in the service territory of that utility from which the moneys are received and to provide technical assistance to program applicants. The bill would prohibit more than 10% of those allocated revenues from being used for administration, technical assistance, and outreach. The bill would require the PUC to establish requirements relating to hiring, wages, apprenticeship programs, and workforce standards for the program. This bill contains other existing laws.</p>		<p>Initiative California Alliance of Nurses for Healthy Environments California Coastkeeper Alliance California Environmental Justice Alliance California League of Conservation Voters California ReLeaf California Solar & Storage Association California Walks Carbon Cycle Institute Catholic Charities of the Diocese of Stockton Center for Community Action and Environmental Justice Center on Race, Poverty & the Environment Central Coast Alliance United for a Sustainable Economy Ceres Clean Water Action</p>

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				Climate Compassion Climate Equity Policy Center Coalition for A California Green New Deal Communities for a Better Environment Converging Storms Action Network Cooperation Humboldt Courage California Elders Climate Action, NorCal and SoCal Chapters Environmental Working Group Essential Food and Medicine Fossil Free California Greenbank Associates Greenbelt Alliance Greenlining Institute GRID Alternatives Human Impact Partners Industrial District Green Little Manila Rising Local Clean Energy

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				Alliance Local Government Commission Los Angeles Neighborhood Land Trust Natural Resources Defense Council (NRDC) NorCal Resilience Network People Power Solar Cooperative Physicians for Social Responsibility - Los Angeles PolicyLink Re-Up Refill Shop Reclaim Our Power: Utility Justice Campaign Redwood Energy Regional Asthma Management and Prevention Resilience Cooperation Humboldt Rising Sun Center For Opportunity Romero Institute

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				Sacramento Area Congregations Together Safe Routes to School National Partnership Sierra Club California Stone Energy Associates Strategic Concepts in Organizing and Policy Education Sunrise Bay Area SunRun Surfrider Foundation Sustainable Claremont The Climate Center Union of Concerned Scientists University Of California Los Angeles Vote Solar Oppose California Large Energy Consumers Association Edison International and Affiliates, Including Southern California Edison Pacific Gas & Electric

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				Company (PG&E) Sempra Energy TURN - The Utility Reform Network
AB 1088 Mayes I California Procurement Authority.	3/4/2021- A. U. & E. 3/4/2021- Referred to Coms. on U. & E. and NAT. RES.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. The California Constitution authorizes the commission to fix the rates and establish rules for all public utilities, subject to control by the Legislature. The California Constitution provides that the Legislature has plenary authority, unlimited by the other provisions of the constitution, to confer additional authority upon the commission that is cognate and germane to the regulation of public utilities. This bill would establish the California Procurement Authority as a central procurement entity to ensure that load-serving entities collectively have adequate electrical resources, both in the short run and long run, as are necessary to ensure resource adequacy and to achieve the purposes of the integrated resource planning process. The bill would require the commission, in consultation with the Independent System Operator and the Office of the Ratepayer Advocate, to develop an implementing framework for the authority through a public process by January 1, 2023, and would require the commission to ensure that the authority is operational by January 1, 2024. The bill would require the authority to procure electrical resources to meet the collective procurement needs identified by the commission pursuant to the resource adequacy and integrated resource planning statutes that are not fulfilled by self-procurement by load-serving entities whether because a load-serving entity elected to not procure their proportionate share of those resource requirements identified by the commission or because they are unable to procure sufficient resources to meet their proportionate share of those requirements. If an electrical corporation		

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		voluntarily elects to cease procuring electricity to serve the bundled service customers in its service territory, or otherwise is unable to serve its bundled service customers, the bill would require the authority to serve those customers. The bill would require the authority to serve as the provider of last resort for all customers in an electrical corporation's distribution service territory, except where the electrical corporation serves as the provider of last resort or where a load-serving entity has been approved by the commission to serve as the provider of last resort. If an electrical corporation voluntarily elects to cease providing electricity to retail customers in its service territory, for any customer not served by a community choice aggregator or an electric service provider, the bill would require that the authority serve as the provider of last resort, except where another load-serving entity is designated by the commission to serve as the provider of last resort. This bill contains other related provisions and other existing laws.		
AB 1090 Quirk-Silva D Legislative Task Force on the California Master Plan on Homeownership	3/4/2021- A. H. & C.D. 4/22/2021- Re-referred to Com. on H. & C.D.	Existing law establishes the California Statewide Housing Plan to serve as a state housing plan for all relevant purposes. Existing law requires that the plan incorporate, among other things, a statement of housing goals, policies, and objectives and that the Department of Housing and Community Development update and provide a revision of the plan to the Legislature every 4 years. Existing law establishes the California Housing Finance Agency (CalHFA) within the Department of Housing and Community Development, administered by a board of directors, with the primary purpose of meeting the housing needs of persons and families of low or moderate income. Existing law requires the Governor, subject to confirmation by the Senate, to appoint an executive director of CalHFA and requires the executive director, subject solely to supervision by the board of directors, to administer and direct the day-to-day operations of CalHFA. This bill would establish the Legislative Task Force on the California Master Plan on		Housing And Community Development (text 4/21/2021) Support Oppose

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		Homeownership. The bill would require the Executive Director of CalHFA to serve as the chair of the task force and to appoint a homeownership advisory committee, as provided. The bill would require the task force to evaluate policy and regulatory impediments to increasing the rate of homeownership for Californians and, no later than October 31, 2022, to develop a final report that includes specified information and recommendations and submit that report to the Legislature. The bill would make findings in this regard.		
AB 1091 Berman D Santa Clara Valley Transportation Authority: board of directors.	3/4/2021- A. L. GOV. 3/4/2021- Referred to Com. on L. GOV.	Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.		
AB 1110 Rivas, Robert D Zero-emission vehicles: Office	4/27/2021- A. APPR. 4/29/2021- From committee:	(1)Existing law, the Charge Ahead California Initiative, administered by the State Air Resources Board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and establishing a self-sustaining California market for zero-emission and near-zero-emission vehicles in which zero-emission and near-zero-emission vehicles are		Jobs, Economic Development, And The Economy (text 4/20/2021) Support

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of the California Clean Fleet Accelerator: Climate Catalyst Revolving Loan Fund Program.	Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 27).	a viable mainstream option for individual vehicle purchasers, businesses, and public fleets. This bill would establish the Office of the California Clean Fleet Accelerator, administered by the Governor’s Office of Business and Economic Development (GO-Biz). The bill would also create the Clean Vehicles Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, to oversee the activities of the Office of the California Clean Fleet Accelerator. The bill, among other things, would require the ombudsperson, in consultation with the Department of General Services (DGS), to consult with specified entities in identifying all available programs and incentives offered by the state that can help to reduce costs and increase participation in the master service agreement, as described below, and to convene an advisory committee to aid the activities of the Office of the California Clean Fleet Accelerator. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle bulk purchase options, as provided. This bill contains other related provisions and other existing laws.		350 Silicon Valley American Lung Association of California Amplify Power Arrival Association of California Water Agencies California Communities Against Toxics California Interfaith Power and Light California League of Conservation Voters California Municipal Utilities Association California New Car Dealers Association Center for Community Action and Environmental Justice Central California Asthma Collaborative ClimatePlan Coalition for Clean Air Environmental Defense Fund Lordstown Motors

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				Los Angeles Cleantech Incubator Motiv Power Systems NextGen California Southern California Edison SPUR The Climate Center Union of Concerned Scientists ZEV 2030 Oppose None
AB 1116 Friedman D High-Speed Rail Authority: oversight: Legislative Analyst's Office.	3/4/2021- A. TRANS. 3/4/2021- Referred to Com. on TRANS.	Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. Existing law, pursuant to 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, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill would require the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any		

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		entity contracting with the authority, to provide to the Legislative Analyst's Office any information that it requests and to permit representatives of the Legislative Analyst's Office to attend the authority's internal meetings. The bill would repeal these requirements on January 1, 2031.		
AB 1147 Friedman D Regional transportation plan: Active Transportation Program.	4/14/2021- A. APPR. 4/14/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (April 14). Re-referred to Com. on APPR.	(1)Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by January 1, 2023, and additionally assess barriers to the achievement of, and recommend actions at the state, regional, and local level to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies. This bill contains other related provisions and other existing laws.		Natural Resources (text 3/18/2021) Support American Lung Association of California California YIMBY Coalition for Clean Air Elders Climate Action, NorCal and SoCal Chapters Oppose None
AB 1157 Lee D Controller: transportation funds:	4/29/2021- S. DESK 4/29/2021- Read third time. Passed.	Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.		Transportation (text 3/15/2021) Support State Controller's Office Oppose None

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distribution and reporting requirements.	Ordered to the Senate.			
AB 1174 Grayson D Planning and zoning: housing: development application modifications, approvals, and subsequent permits.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 28). Re-referred to Com. on APPR.	The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located satisfy specified location, urbanization, and zoning requirements. Existing law provides that a development approved pursuant to the streamlined, ministerial approval process is valid indefinitely if specified requirements are met, and otherwise is valid, except as provided, for 3 years from the date of the final action establishing that approval and remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Existing law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely. The bill would also provide that, alternatively, approval for an approved development is valid for 3 years from the date of the final judgment upholding the development's approval if litigation is filed challenging that approval. The bill would define "in progress." The bill would provide that if the development proponent requests a modification, then the time during which the approval is valid is extended, as specified. The bill would specify that these		Local Government (text 4/6/2021) Support Oppose

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		changes also apply retroactively to developments approved prior to January 1, 2022. This bill contains other related provisions and other existing laws.		
AB 1175 Aguiar-Curry D Division of Occupational Safety and Health: inspections and investigations: advance notice.	3/11/2021- A. L. & E. 3/15/2021- Re-referred to Com. on L. & E.	Existing law, the California Occupational Safety and Health Act of 1973, vests the Division of Occupational Safety and Health within the Department of Industrial Relations with the power, jurisdiction, and supervision over every employment and place of employment, which is necessary adequately to enforce and administer all laws and lawful standards and orders, or special orders requiring such employment and place of employment to be safe, and requiring the protection of the life, safety, and health of every employee in such employment or place of employment, including to inspect and investigate employments and places of employment, as prescribed. The Occupational Safety and Health Administration (OSHA), except as provided, prohibits a person or employer from being given advance warning of an inspection or investigation by any authorized representative of the division. OSHA authorizes the Chief of the Division of Occupational Safety and Health or an authorized representative to permit advance notice of an inspection or investigation as prescribed by the Director of Industrial Relations. OSHA prohibits the authorization of advance notice when the investigation or inspection is to be made as a result of an employee complaint, unless there is imminent danger to the health or safety of an employee or employees. OSHA makes it a crime, punishable as prescribed, for any person to give unauthorized advance notice of any inspection to be conducted. This bill would revise those advance warning provisions to prohibit any representative of the division from giving advance notice of an inspection or investigation to an employer or other person unless authorized under OSHA. The bill would authorize the chief or their authorized representatives to permit advance notice of an inspection or investigation when advance notice is necessary to ensure availability of essential personnel or access		

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		to the site, equipment, or process, as prescribed by the director. The bill would delete the prohibition on the authorization of advance notice when the investigation or inspection is to be made as a result of an employee complaint. The bill would expand the crime to apply to unauthorized advance notice of an investigation to be conducted, thereby imposing a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.		
AB 1179 Carrillo D Employer provided benefit: backup childcare.	4/22/2021- A. APPR. 4/26/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 22). Re-referred to Com. on APPR.	Existing law, the Healthy Workplaces, Healthy Families Act of 2014, requires employers to provide an employee, who works in California for 30 or more days within a year from the commencement of employment, with paid sick days for prescribed purposes, to be accrued at a rate of no less than one hour for every 30 hours worked. Existing law authorizes an employer to limit an employee's use of paid sick days to 24 hours or 3 days in each year of employment. This bill would require an employer to provide an employee, on or after January 1, 2022, who works in California for the same employer for 30 or more days within a year from the commencement of employment, with up to 60 hours of paid backup childcare benefits, to be accrued and used as provided. The bill would define "backup childcare" as childcare provided by a qualified backup childcare provider to the employee's child when the employee's regular childcare provider cannot be utilized, and "paid backup childcare" as an employee benefit consisting of the employer paying for a qualified backup childcare provider to provide backup childcare for an employee's child that is compensated at the state minimum wage or the federal minimum wage, whichever is higher. This bill contains other related provisions.		Labor And Employment (text 2/18/2021) Support Oppose

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AB 1180 Mathis R Local governments: surplus land: tribes.	3/4/2021- A. L. GOV. 4/27/2021- Re-referred to Com. on L. GOV.	Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law defines “exempt surplus land” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided. Existing law categorizes as “exempt surplus land,” surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would add to the definition of “exempt surplus land,” land transferred by a local agency to a federally recognized California Indian tribe.		
AB 1205 Frazier D State Air Resources Board: elections.	3/18/2021- A. NAT. RES. 3/22/2021- Re-referred to Com. on NAT. RES.	Existing law provides that the State Air Resources Board shall consist of 14 voting members, 12 of whom shall be appointed by the Governor, with the consent of the Senate, one of whom shall be appointed by the Senate Committee on Rules, and one of whom shall be appointed by the Speaker of the Assembly. This bill would require, as of January 1, 2025, that the state board consist of 14 voting members, 11 of whom shall be elected by district voters and 3 of whom shall be appointed by the Governor, the Senate pro Tempore, and the Speaker of the Assembly. The bill would provide that each elected state board member shall serve a 4-year term commencing on January 1 of the calendar year following a statewide election, with the first state board election occurring in 2024, and that no elected state board member shall serve more than a total of 3 terms. The bill would provide that the office of an elected state board member shall be a nonpartisan office, subject to the provisions specified in the Elections Code for nominations and elections. The bill would require the state board, on or before January 1, 2023, and within one year of each federal decennial census, to establish and adopt 11 districts within the state, as provided, and develop a map depicting the geographical boundaries of each district. The bill would require the state board to engage the public, as specified, prior to adopting the district boundaries and map. The bill would require that a vacancy of an elected state board position be filled by the Governor within 30 days		

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		of the date on which the vacancy occurs, and would identify the process pursuant to which an elected state board member may be recalled.		
AB 1217 Rodriguez D Personal protective equipment: stockpile.	4/21/2021- A. APPR. 4/21/2021- Read second time. Ordered to Consent Calendar. Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.	Existing law requires, on or before January 1, 2022, the State Department of Public Health and the Office of Emergency Services, in coordination with other state agencies, to establish a personal protective equipment (PPE) stockpile, upon appropriation and as necessary. Existing law further requires the department, informed by the recommendations of the Personal Protective Equipment Advisory Committee, to establish guidelines for its procurement, management, and distribution of PPE. This bill would authorize the department to rotate PPE in the stockpile by selling the PPE to a nonprofit agency, local government, or provider, and by contracting to purchase PPE on behalf of a local government or provider. The bill would require a nonprofit agency, local government, or provider that obtains PPE pursuant to these provisions to reimburse the department for the costs of the PPE. The bill would also make a technical change to the date in these provisions.		Emergency Management (text 4/8/2021) Support Arc and United Cerebral Palsy in California Oppose None
AB 1220 Rivas, Luz D Homelessness: California Interagency Council on Homelessness.	3/11/2021- A. H. & C.D. 4/15/2021- Re-referred to Com. on H. & C.D.	(1)Existing law requires the Governor to establish the Homeless Coordinating and Financing Council and appoint up to 19 members of that coordinating council, including the Secretary of Business, Consumer Services, and Housing, or the secretary's designee, to serve as the chair of the coordinating council. Existing law requires that the coordinating council be under the direction of an executive director, who is under the direction of the Business, Consumer Services, and Housing Agency, and staffed by employees of that agency. This bill would rename the council to the California Interagency Council on Homelessness and remove authorization for the Secretary of Business, Consumer Services, and Housing's designee to serve as chair of the council. The bill would also change the composition of the council, as specified, including by making certain council		Housing And Community Development (text 4/14/2021) Support Oppose

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		positions part of an advisory committee to the council. The bill would also provide that the appointed members of the council or committees serve at the pleasure of their appointing authority. The bill would also require that upon request of the council, a state agency or department that administers one or more state homelessness programs, as described, to participate in council workgroups, task forces, or other similar administrative structures and to provide to the council any relevant information regarding those state homelessness programs. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.		
AB 1226 McCarty D Capitol Corridor rail line: capital improvements: appropriation.	3/4/2021- A. TRANS. 3/4/2021- Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.		
AB 1232 McCarty D	2/19/2021- A. PRINT 2/22/2021-	Existing law requires a contract for construction to contain specified information regarding the names, addresses, and places of business of various parties to the contract. This bill would make a nonsubstantive change to this provision.		

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Construction documents.	Read first time.			
AB 1235 Patterson R High-speed rail: legislative oversight.	3/11/2021- A. TRANS. 3/11/2021- Referred to Com. on TRANS.	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.		
AB 1236 Ting D Healing arts: licensees: data collection.	4/28/2021- A. APPR. 4/29/2021- Read second time and amended.	Existing law requires the Board of Registered Nursing, the Physician Assistant Board, the Respiratory Care Board of California, and the Board of Vocational Nursing and Psychiatric Technicians of the State of California to regulate and oversee the practice of healing arts within their respective jurisdictions and to, among other things, collect and report specific demographic data relating to their licensees, subject to a licensee's discretion to report their race or ethnicity, to the		Business And Professions (text 4/15/2021) Support California LGBTQ Health and Human

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		Office of Statewide Health Planning and Development. Existing law requires these boards to collect this data at least biennially, at the times of both issuing an initial license and issuing a renewal license. Existing law also authorizes the Board of Registered Nursing to expend \$145,000 to implement these provisions. This bill would repeal those provisions and would, instead, require all boards that oversee healing arts licensees to request at the time of electronic application for a license and license renewal, or at least biennially, specified demographic information from its licensees and, if designated by the board, its registrants and to post the information on the internet websites that they each maintain. The bill would specify that licensees and registrants shall not be required to provide the requested information. This bill contains other related provisions and other existing laws.		Services Network California Pan-Ethnic Health Network CaliforniaHealth+ Advocates National Association of Social Workers, California Chapter (NASW-CA) San Francisco Jewish Vocational Service Employees International Union, California State Council Oppose None
AB 1238 Ting D Pedestrian access.	4/27/2021- A. APPR. 4/27/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 2.)	Existing law makes various provisions relating to the rules of the road, including but not limited to, traffic signs, symbols, and markings, and pedestrians' rights and duties. Under existing law, a violation of these provisions is an infraction. This bill would delete that prohibition. This bill contains other related provisions and other existing laws.		Transportation (text 4/12/2021) Support Oppose

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	(April 26). Re-referred to Com. on APPR.			
AB 1260 Chen R California Environmental Quality Act: exemptions: transportation- related projects.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 28). Re-referred to Com. on APPR.	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 contains other existing laws.		Natural Resources (text 2/19/20 21) Support San Bernardino County Transportation Authority Oppose 350 Silicon Valley
AB 1296 Kamlager D South Coast Air Quality Management District: district	3/4/2021- A. NAT. RES. 3/4/2021- Referred to Com. on NAT. RES.	Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law assigns the responsibility for controlling air pollution for sources other than vehicular sources to an air pollution control district or air quality management district. Existing law establishes the South Coast Air Quality Management District as the district with the responsibility for controlling air pollution from sources other than vehicular sources in the South Coast Air Basin. Existing law establishes a district board consisting of 13 members to govern the south coast district.		

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board: membership.		Existing law requires one member of the district board to be appointed by the Senate Committee on Rules and one member to be appointed by the Speaker of the Assembly. This bill would increase the number of members of the district board of the south coast district to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.		
AB 1327 Ting D Aging in place: home modification.	4/20/2021- A. APPR. 4/20/2021- From committee: Do pass and re-refer to Com. on APPR. with recommenda tion: To Consent Calendar. (Ayes 7. Noes 0.) (April 20). Re-referred to Com. on APPR.	Existing law requires the California Department of Aging, in consultation with the California Commission on Aging, to enter into a contract with an entity to develop information and materials relating to the concept of “aging in place” and the benefits of home modification for seniors. Existing law requires the department to distribute that material to area agencies on aging and other appropriate entities. This bill would require the department to update that information and materials to include information on the benefits of accessory dwelling units as a type of home modification to help Californians age in place, and to prominently post the above-specified distributed material on its internet website.		Aging And Long-Term Care (text 3/25/2021) Support Oppose

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AB 1332 Flora R Local government ordinances.	2/19/2021- A. PRINT 2/22/2021- Read first time.	Existing law authorizes any local agency to enact any ordinance that adopts a code by reference if the referenced code is specified in the title of the ordinance. Existing law requires that after the first reading of the title of the adopting ordinance, and of the title of the code to be adopted thereby, and of the title of the secondary codes therein adopted by reference, the legislative body shall make copies of the primary code and also copies of the secondary codes, if any, being considered for adoption, open to public inspection with the clerk of the legislative body. Existing law prohibits, however, the adoption by reference of any penalty clauses that may appear in any code that is adopted by reference; a penalty clause may be enacted only if set forth in full, and published, in the adopting ordinance. This bill would make nonsubstantive changes to the latter provision.		
AB 1337 Lee D Transportation: transit district policing responsibilities.	4/27/2021- A. APPR. 4/27/2021- From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 26).	(1) Under existing law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Transportation (text 4/7/2021) Support Oppose

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	Re-referred to Com. on APPR.			
AB 1360 Santiago D Project Roomkey.	3/25/2021- A. H. & C.D. 4/22/2021- Re-referred to Com. on H. & C.D.	Existing law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. In March 2020, the California Department of Social Services established Project Roomkey to coordinate with local agencies and nonprofits to provide shelter options to homeless persons recovering from, or exposed to, COVID-19. This bill would require each city, county, or city and county to ensure that individuals housed pursuant to Project Roomkey do not return to homelessness. The bill would require each city, county, or city and county to develop a plan to accomplish that result, and would specify the criteria the city, county, or city and county must consider in developing the plan. This bill contains other related provisions and other existing laws.		Housing And Community Development (text 4/21/2021) Support Oppose
AB 1370 Quirk-Silva D Housing element: annual report: housing units.	3/18/2021- A. H. & C.D. 3/22/2021- Re-referred to Com. on H. & C.D.	Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Existing law requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require that the annual report include the total number of		

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		housing units that received a certificate of occupancy in the prior year. The bill would require this information to also specify the total number of housing units constructed that were approved pursuant to a specified streamlined, ministerial approval process and the total number of accessory dwelling units constructed that were approved by the city or county, as specified. By adding to the reporting requirements imposed on cities and counties, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.		
AB 1372 Muratsuchi D Right to temporary shelter.	3/4/2021- A. H. & C.D. 3/4/2021- Referred to Coms. on H. & C.D. and JUD.	Existing law authorizes a governing body of a political subdivision, as those terms are defined, to declare a shelter crisis if the governing body makes a specified finding. Upon declaration of a shelter crisis, existing law, among other things, suspends certain state and local laws, regulations, and ordinances, including those prescribing standards of housing, health, or safety, to the extent that strict compliance would prevent, hinder, or delay the mitigation of the effects of the shelter crisis and allows a city, county, or city and county, in lieu of compliance, to adopt by ordinance reasonable local standards and procedures for the design, site development, and operation of homeless shelters and the structures and facilities therein. This bill would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill would require the city or county, as applicable, to provide a rent		

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		subsidy, as specified, if it is unable to provide temporary shelter. The bill would authorize a person who is homeless to enforce the bill's provisions by bringing a civil action. The bill would require a court to award specified remedies and penalties upon finding a violation of the bill's provisions, including by requiring the city or county, as applicable, to provide the person who is homeless with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing. This bill contains other related provisions and other existing laws.		
AB 1384 Gabriel D Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.	4/14/2021- A. APPR. 4/14/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 14). Re-referred to Com. on APPR.	Existing law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Existing law assigns to the council certain duties relative to the identification and review of activities and funding programs of state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet greenhouse gas emissions reduction goals, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would require the council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public		Natural Resources (text 2/19/2021) Support California Sate Parks Foundation Community Nature Connection Elders Climate Action, NorCal and SoCal Chapters Friends of the Los Angeles River Los Angeles Neighborhood Land Trust Midpeninsula Regional Open Space District Pacoima Beautiful

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		and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.		San Fernando Valley Chapter of Climate Reality Project SoCal 350 Climate Action The River Project Oppose None
AB 1391 Chau D Unlawfully obtained data.	4/19/2021- S. RLS. 4/19/2021- Read third time. Passed. Ordered to the Senate. (Ayes 78. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Existing law, the California Consumer Privacy Act of 2018, authorizes a consumer whose nonencrypted and nonredacted personal information, as defined, is subject to an unauthorized access and exfiltration, theft, or disclosure as a result of a business' violation of the duty to implement and maintain reasonable security procedures and practices appropriate to the nature of the information to protect the personal information may institute a civil action, as specified. This bill would make it unlawful for a person to sell data, or sell access to data, that the person has obtained or accessed pursuant to the commission of a crime and would also make it unlawful for a person, who is not an authorized person, as defined, to purchase or use data from a source that the person knows or reasonably should know has obtained or accessed that data pursuant to the commission of a crime.		Privacy And Consumer Protection (text 2/19/2021) Support Oppose
AB 1395 Muratsuchi D Greenhouse	4/28/2021- A. APPR. 4/28/2021- VOTE: Do	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		Natural Resources (text 4/20/2021) Support

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gases: carbon neutrality.	pass as amended and be re-referred to the Committee on Appropriations] (PASS)	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 declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the state board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals, to ensure that by 2045 a minimum of 90% of gross greenhouse gas emissions subject to the act are to be achieved only through emission reductions, and to prioritize the use of nature-based solutions in California to achieve carbon neutrality. The bill would require the state board to work with relevant agencies to establish criteria for the use of technology-based solutions for purposes of achieving these policy goals. The bill would impose other requirements on state agencies relating to working toward these policy goals.		350 Sacramento Elders Climate Action, NorCal and SoCal Chapters Environmental Defense Fund Marin Clean Energy Natural Resources Defense Council (NRDC) Resources Legacy Fund The Nature Conservancy Oppose Agricultural Energy Consumers Association California Chamber of Commerce California Farm Bureau Federation California Fuels And Convenience Alliance California League of Food Producers California Manufacturers and Technology Association Calpine Corporation Sempra Energy

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				State Building and Construction Trades Council of California Western States Petroleum Association
AB 1397 Garcia, Eduardo D Public contracts: California Lithium Economy Act.	3/11/2021- A. A. & A.R. 3/11/2021- Referred to Coms. on A. & A.R. and NAT. RES.	Existing law, the Buy Clean California Act, requires the Department of General Services to establish and publish a maximum acceptable global warming potential for categories of eligible materials, in accordance with specified requirements. Existing law further requires the department to review the maximum acceptable global warming potential for each category of eligible materials and adjust that number based on specified criteria. This bill, entitled the California Lithium Economy Act, would revise the definition of “eligible materials” to include lithium, commencing January 1, 2023. The bill would require an awarding authority, by January 1, 2025, to require the successful bidder for a contract that includes electric vehicles to be provided as part of that contract, to disclose the sources of lithium used in the manufacture of the electric vehicles’ batteries. The bill would also require, by January 1, 2035, that at least 35% of the lithium used in electric vehicle batteries pursuant to a contract under the act be produced in California. The bill would include related findings and declarations. This bill contains other existing laws.		
AB 1398 Bloom D Planning and zoning: housing element:	4/28/2021- A. APPR. 4/29/2021- From committee: Amend, and	(1)Existing law, the Planning and Zoning Law, requires a county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other things, a housing element. Existing law requires the county or city to submit its proposed and adopted housing element and any amendment of its housing element to the Department of Housing and Community Development, and requires		Local Government (text 4/6/2021) Support Oppose

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rezoning of sites: prohousing local policies.	do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (April 28).	the department to determine whether that housing element or amendment substantially complies with specified law, as provided. This bill would require that a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element. The bill, if a jurisdiction adopts a housing element more than one year after the statutory deadline, would prohibit the department from finding that jurisdiction's housing element is in substantial compliance, as described above, until all required rezoning is complete. The bill would also specify that the above-described requirement for the local government to revise its housing element every 4 years applies until the due date for the 6th revision of the housing element and that adoption of a 6th revision housing element that is found to be in substantial compliance satisfies any obligation to adopt a 4-year housing element. This bill contains other related provisions and other existing laws.		
AB 1400 Kalra D Guaranteed Health Care for All.	2/19/2021- A. PRINT 2/22/2021- Read first time.	Existing federal law, the federal Patient Protection and Affordable Care Act (PPACA), requires each state to establish an American Health Benefit Exchange to facilitate the purchase of qualified health benefit plans by qualified individuals and qualified small employers. PPACA defines a "qualified health plan" as a plan that, among other requirements, provides an essential health benefits package. Existing state law creates the California Health Benefit Exchange, also known as Covered California, to facilitate the enrollment of qualified individuals and qualified small employers in qualified health plans as required under PPACA. This bill, the California Guaranteed Health Care for All Act, would create the California Guaranteed Health Care for All program, or CalCare, to provide comprehensive universal single-payer health care coverage and a health care cost control system		

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		for the benefit of all residents of the state. The bill, among other things, would provide that CalCare cover a wide range of medical benefits and other services and would incorporate the health care benefits and standards of other existing federal and state provisions, including the federal Children’s Health Insurance Program, Medi-Cal, ancillary health care or social services covered by regional centers for persons with developmental disabilities, Knox-Keene, and the federal Medicare program. The bill would require the board to seek all necessary waivers, approvals, and agreements to allow various existing federal health care payments to be paid to CalCare, which would then assume responsibility for all benefits and services previously paid for with those funds. This bill contains other related provisions and other existing laws.		
AB 1401 Friedman D Residential and commercial development: parking requirements.	4/15/2021- A. H. & C.D. 4/20/2021- Re-referred to Com. on H. & C.D.	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 certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any		Housing And Community Development (text 4/19/2021) Support Oppose

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		requirement imposed on a new multifamily or nonresidential development to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities, as specified. This bill contains other related provisions and other existing laws.		
AB 1423 Daly D Housing programs: multifamily housing programs: expenditure of loan proceeds.	3/11/2021- A. H. & C.D. 3/11/2021- Referred to Com. on H. & C.D.	Existing law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Existing law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize a borrower to use any funds approved, reserved, or allocated by the department for purposes of providing a loan under any multifamily housing program under these provisions for construction financing, permanent financing, or a combination of construction financing and permanent financing, as provided. The bill would require the department to deposit funds provided to a borrower that requests the use of funds for construction financing with the first lender at before the closing of the first lender's construction loan, to be disbursed as provided. The bill would specify that these provisions do not limit the eligible uses of funds otherwise authorized under any program administered by the department.		Housing And Community Development (text 2/19/2021) Support Oppose
AB 1436 Chau D	4/15/2021- S. RLS. 4/15/2021-	Existing law, the Information Practices Act of 1977, regulates the use and security of personal information, as defined, that is maintained by certain state public entities. The act makes certain findings, including that the increasing use of		Privacy And Consumer Protection (text 2/19/2021)

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Information Practices Act of 1977.	Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	computers and other sophisticated information technology has greatly magnified the potential risk to individual privacy that can occur from the maintenance of personal information. This bill would, among other things, revise those findings, including by finding that the increasing use of computers, software, and other sophisticated information technology has greatly magnified the potential risk to individual privacy that can occur from the maintenance of personal information.		Support Oppose
AB 1441 Cervantes D Emergency services: emergency plans: critically ill newborn infants.	4/21/2021- A. APPR. 4/21/2021- Read second time. Ordered to Consent Calendar. Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.	Existing law, the California Emergency Services Act, grants the Governor certain powers to be exercised in accordance with the State Emergency Plan and programs for the mitigation of the effects of an emergency, including providing for approval of local emergency plans, requires the State Emergency Plan to be in effect in each political subdivision of the state, and requires the governing body of each political subdivision to take such action as may be necessary to carry out the provisions thereof. This bill, additionally, would include critically ill newborn infants in the “access and functional needs population” for those purposes. The bill would require a county, in conjunction with the Office of Emergency Services and hospitals in the county, to prepare for a neonatal intensive care unit in the county an emergency disaster evacuation plan for critically ill newborn infants in the neonatal intensive care unit. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other existing laws.		Emergency Management (text 3/25/2021) Support Oppose
AB 1442 Ting D	2/19/2021- A. PRINT 2/22/2021-	Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance		

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Accessory dwelling units.	Read first time.	with specified standards and conditions. Existing law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.		
AB 1445 Levine D Planning and zoning: regional housing need allocation: climate change impacts.	3/11/2021- A. H. & C.D. 3/11/2021- Referred to Coms. on H. & C.D. and L. GOV.	The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Existing law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change. By adding to the duties of local officials in allocating regional housing need, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		

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AB 1450 Gabriel D Public safety: large-scale sporting events.	4/5/2021- A. APPR. 4/26/2021-In committee: Hearing postponed by committee.	The California Emergency Services Act, among other things, establishes the Office of Emergency Services within the office of the Governor, under the charge of a Director of Emergency Services appointed by the Governor. The act and other existing laws set forth the duties and authority of the office and the director, with respect to specified emergency preparedness, mitigation, and response activities within the state. This bill would require the office to collaborate with cities hosting large-scale sporting and associated events, and to prepare for the planning, resourcing, management, and delivery of safety and security of those events. The bill would require the office to enter into a memorandum of understanding with the host cities and with other necessary parties to enhance safety and security, and would require the memorandum of understanding to comply with the state's Master Mutual Aid Agreement. This bill contains other related provisions and other existing laws.		Emergency Management (text 2/19/2021) Support California Travel Association Los Angeles Sports & Entertainment Commission San Francisco Travel Association Oppose None
AB 1453 Muratsuchi D Environmental justice: Just Transition Advisory Commission: Just Transition Plan.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 28). Re-referred to Com. on APPR.	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. This bill would, until January 1, 2028, establish the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy that maximizes the benefits of climate actions while minimizing burdens to workers, especially workers in the fossil fuel industry, and their communities, especially communities that face disproportionate		Natural Resources (text 2/19/2021) Support Elders Climate Action, NorCal and SoCal Chapters Oppose None

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		burdens from pollution. The bill would require the commission to submit the plan to the Legislature on or before January 1, 2024. This bill contains other existing laws.		
AB 1460 Bigelow R State employment: COVID-19 telework: costs.	3/11/2021- A. P.E. & R. 4/27/2021-In committee: Set, first hearing. Hearing canceled at the request of author.	Existing law authorizes the Department of Human Resources (CalHR) to expend, in accordance with law, moneys made available for its use or for the administration of any statute administered by it. Existing law vests in CalHR the administration of salaries generally and provides for the payment of miscellaneous compensation under specified circumstances. Existing law requires CalHR to provide the extent to which, and establish the method by which, ordered overtime or overtime in times of critical emergency is compensated, as specified. This bill would authorize CalHR to provide a one-time payment of an unspecified amount to employees who have been required to telework as a result of the COVID-19 pandemic in order to offset costs associated with working remotely.		
AB 1462 Fong R Affordable housing: grant programs: progress payments.	3/11/2021- A. H. & C.D. 3/11/2021- Referred to Com. on H. & C.D.	Existing law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California. This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions Grants Program described above. The bill would authorize a grant award recipient of a program subject to these provisions to, upon request, receive the award pursuant to that progress payment option. The bill would require the department to require a grant award recipient that elects to use the progress payment option to submit a claim for		

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		reimbursable work or progress at least once every 6 months and would prohibit the department from disbursing any portion of a grant award until the department verifies that the claim seeks reimbursement for eligible costs under the applicable program.		
AB 1463 O'Donnell D California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard regulations.	3/11/2021- A. NAT. RES. 3/11/2021- Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board to recognize as a method to generate credits under the Low Carbon Fuel Standard regulations the use of renewable natural gas or biogas that both displaces the existing use of natural gas and reduces the carbon intensity of fuels, as specified.		
AB 1486 Carrillo D California Environmental Quality Act: housing.	4/14/2021- A. H. & C.D. 4/22/2021- Re-referred to Com. on H. & C.D.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of a decision of the lead		Natural Resources (text 4/7/202 1) Support Oppose

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		agency made pursuant to CEQA. If an action or proceeding is brought seeking judicial review, CEQA establishes a procedure for the preparation of the record of proceedings upon the filing of an action or proceeding and requires the lead agency to prepare and certify the record of proceedings, but authorizes the plaintiff or petitioner to elect to prepare the record of proceedings. This bill, in an action or proceeding seeking judicial review under CEQA of certain actions taken by a city with a certain population or by a city and county before January 1, 2025, defined as a “housing element update project,” would prohibit a court from enjoining, invalidating, voiding, setting aside, or issuing an order to suspend, invalidate, rescind, void, or set aside the decision for the housing element update project, except to the extent the court finds it necessary to avoid an imminent threat to public health and safety. The bill would require the lead agency to prepare the record of proceedings and would authorize the concurrent preparation of the record of proceedings. This bill contains other existing laws.		
AB 1488 Cervantes D Emergency services: local government: access and functional needs: medical equipment.	4/21/2021- A. APPR. 4/21/2021- Read second time. Ordered to Consent Calendar. Re-referred to Com. on APPR. pursuant to	Existing law establishes the Office of Emergency Services within the office of the Governor and under the supervision of the Director of Emergency Services and makes the office responsible for the state’s emergency and disaster response services for natural, technological, or human-made disasters and emergencies. Existing law defines the term “emergency plan” for purposes of emergency services provided by local governments. Existing law requires a county, upon the next update to its emergency plan, to integrate access and functional needs into its emergency plan by addressing, at a minimum, how the access and functional needs population is served by, among other things, emergency evacuation, including the identification of certain transportation resources and resources for individuals who are dependent on public transportation. This bill would require the emergency plan to include a plan for the movement, storage, acquisition, and deployment of		Emergency Management (text 4/14/2021) Support Oppose

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	Joint Rule 10.5.	<p>durable medical equipment, as defined, to address how the access and functional needs population is served by emergency evacuation. The bill would also require a county, or city and county, upon the next update to its emergency plan, regarding the integration of access and functional needs into that emergency plan, to work with Mutual Aid and Administrative Regions, the Emergency Medical Services Authority (EMSA), and the State Department of Public Health to coordinate the interregional agreements, as necessary, for acquisition or deployment of durable medical equipment. The bill would require EMSA to coordinate with city and county local emergency medical services agencies to provide prearranged assistance to those cities and counties for planning, organizing, implementing, and maintaining regional caches of durable medical equipment, subject to the availability of funds appropriated therefor. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		
<p>AB 1492 Bloom D</p> <p>Department of Housing and Community Development: high-opportunity areas and sensitive communities.</p>	<p>3/11/2021- A. H. & C.D. 4/22/2021- Re-referred to Com. on H. & C.D.</p>	<p>Existing law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas and sensitive communities, as provided, by January 1, 2023, in accordance with specified requirements. The bill would require the department to update those designations every 5 years, or more frequently at the discretion of the department..</p>		<p>Housing And Community Development (text 4/21/2021) Support Oppose</p>

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AB 1499 Daly D Transportation: design-build: highways.	4/5/2021- A. APPR. 4/6/2021- From committee: Do pass and re-refer to Com. on APPR. with recommendat ion: To Consent Calendar. (Ayes 14. Noes 0.) (April 5). Re- referred to Com. on APPR.	(1)Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid.This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.This bill contains other related provisions and other existing laws.		Transportation (text 2/19/2021) Support American Automobile Association of Northern California, Nevada & Utah Apex Group; the Automobile Club of Southern California Professional Engineers in California Government Self Help Counties Coalition Oppose None
AB 1501 Santiago D Planning and zoning: housing development: very low and	3/25/2021- A. H. & C.D. 3/26/2021- Re-referred to Com. on H. & C.D.	(1)Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside boundaries, that includes, among other mandatory elements, a housing element. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development.This bill, if specified local governments within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura fail to complete this rezoning to accommodate 100% of the need for		

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lower income households.		housing for very low and lower income households allocated pursuant to Section 65584 within one year of the statutory deadline for that rezoning, would require the department to complete that rezoning on behalf of the local government within one year after the local government becomes subject to these provisions. The bill would prohibit any rezoning by the department under these provisions from requiring or causing displacement of residential tenants or the demolition or alteration of any occupied residential property. The bill would require a local government for which the department completes a rezoning under the bill's provisions to amend its housing element and zoning ordinances as necessary to accommodate that rezoning. This bill contains other related provisions and other existing laws.		
AB 1516 Gabriel D Income taxes: credits: low-income housing.	3/11/2021- A. REV. & TAX 3/11/2021- Referred to Com. on REV. & TAX.	The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2022, and before January 1, 2027, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would require the credits to be reserved on a first-come-first-served basis. The bill would limit the aggregate amount of credit that may be allocated by the committee, as provided. The bill would also provide that the credit amount shall be \$0 for each taxable year beginning on or after January 1, 2022, and before January 1, 2027, unless otherwise specified in a bill providing for appropriations related to the Budget Act. This bill contains other related provisions and other existing laws.		

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AB 1531 O'Donnell D Pipeline safety: carbon dioxide.	4/29/2021- A. APPR. 4/29/2021- Re-referred to Com. on APPR. pursuant to Assembly Rule 96.	Under the Elder California Pipeline Safety Act of 1981, the State Fire Marshal exercises safety regulatory jurisdiction over intrastate pipelines used for the transportation of hazardous or highly volatile liquid substances. The act imposes various requirements in relation to the regulation of these intrastate pipelines and requires the State Fire Marshal to adopt regulations, not later than June 30, 1991, that establish procedures for maintaining, testing, and inspecting mainline valves and check valves on intrastate hazardous liquid pipelines. A person who willfully and knowingly violates the act or a regulation issued pursuant to the act is, upon conviction, subject to a fine, imprisonment, or both a fine and imprisonment, as provided. This bill would expand the regulation of intrastate pipelines under the act to intrastate pipelines used for the transportation of carbon dioxide, as defined, including by revising the definition of "pipeline" for purposes of the act to also include intrastate pipelines used for the transportation of carbon dioxide. The bill would require the State Fire Marshal to adopt regulations, not later than January 1, 2023, that establish procedures for maintaining, testing, and inspecting mainline valves and check valves on intrastate hazardous liquid and carbon dioxide pipelines. By imposing additional requirements under the act, and requiring the State Fire Marshal to adopt regulations, relating to intrastate pipelines used for the transportation of carbon dioxide, a violation of which would be a crime, the bill would impose a state-mandated local program. The bill would also make nonsubstantive changes. This bill contains other related provisions and other existing laws.		Committee On Utilities And Energy (text 3/18/2021) Support Oppose
AB 1539 Levine D Commercial vessels:	3/25/2021- A. TRANS. 3/25/2021- Re-referred to Com. on	Existing law expresses the policy of the state to promote safety for persons and property in and connected with the use and equipment of vessels. Existing law requires every for-hire vessel company to procure adequate liability protection for the payment of damages for personal bodily injuries, including death, and property damage as a result of an accident. This bill would require a vessel used for		

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protection and indemnity insurance.	TRANS. pursuant to Assembly Rule 96.	commercial purposes to have a minimum of \$1,000,000 of protection and indemnity insurance to cover wreck removal costs of the vessel. The bill would authorize the Division of Boating and Waterways to adopt regulations to implement that requirement and would subject the operator of a vessel who violates that requirement or those regulations to a civil penalty not exceeding an unspecified amount per day per violation.		
ACA 1 Aguiar-Curry D Local government financing: affordable housing and public infrastructure: voter approval.	4/22/2021- A. L. GOV. 4/22/2021- Referred to Coms. on L. GOV. and APPR.	(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.		
ACA 5 Voepel R Motor vehicles: fuel taxes, sales	4/22/2021- A. TRANS. 4/22/2021- Referred to	(1)The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law.This measure would explicitly		

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and use taxes, and fees: expenditure restrictions.	Com. on TRANS.	restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above. The measure would require the transfer and restrict the expenditure of revenues from taxes imposed by the state on motor fuels that are attributable to (A) distributions of motor vehicle fuel used or usable in propelling vessels, (B) agricultural off-highway use of motor vehicle fuel subject to certain refunds, and (C) distributions of motor vehicle fuel used in the operation of motor vehicles off highway and for which certain refunds have not been claimed, in accordance with certain statutes as those statutes read on January 1, 2021. This bill contains other related provisions and other existing laws.		
SB 3 Caballero D Education finance: local control and accountability plan portal.	4/28/2021- S. RLS. 4/28/2021- Withdrawn from committee. Re-referred to Com. on RLS.	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 requires the State Board of Education to adopt regulations that govern the expenditure of funds apportioned pursuant to the supplemental and concentration grant add-ons. Existing law requires the governing board of each local educational agency, as defined, to adopt and annually update a local control and accountability plan, as specified. Existing law appropriates \$450,000 from the General Fund to the State Department of Education for the 2020–21 fiscal year to support the alignment and integration of online platforms supporting the California School Dashboard, the		

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		<p>Local Control and Accountability Plan Electronic Template System, and the School Accountability Report Card, as provided. This bill would require the State Department of Education to develop, on or before January 1, 2022, a local control and accountability plan portal that will allow comprehensive analysis by policymakers of actions, expenditures, and progress on metrics included within local control and accountability plans adopted by local educational agencies. The bill would require the portal to include a tracking mechanism for school districts, county offices of education, and charter schools to use to report the types of services on which they spend their supplemental and concentration grant funds. Commencing July 1, 2022, the bill would require each local educational agency, as a condition of receiving supplemental and concentration grant funds, to annually report to the department the types of services on which it spends its supplemental and concentration grant funds using the portal developed by the department. The bill would require the department to make corresponding changes to the Local Control and Accountability Plan Electronic Template System, as specified. By imposing additional duties on local educational agencies, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>		
<p>SB 6 Caballero D Local planning:</p>	<p>4/29/2021- S. APPR. 4/29/2021- From</p>	<p>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 certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Existing law requires that the housing</p>		<p>Housing (text 4/12/2021)) Support</p>

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housing: commercial zones.	committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 29). Re-referred to Com. on APPR.	element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified time periods and that this rezoning accommodate 100% of the need for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction. The bill would require the housing development to meet all other local requirements for a neighborhood lot, other than those that prohibit residential use, or allow residential use at a lower density than that required by the bill. The bill would provide that a housing development under these provisions is subject to the local zoning, parking, design, and other ordinances, local code requirements, and procedures applicable to the processing and permitting of a housing development in a zone that allows for the housing with the density required by the act. If more than one zoning designation of the local agency allows for housing with the density required by the act, the bill would require that the zoning standards that apply to the closest parcel that allows residential use at a density that meets the requirements of the act would apply. If the existing zoning designation allows residential use at a density greater than that required by the act, the bill would require that the existing zoning designation for the parcel would apply. The bill		AARP Abundant Housing LA Alameda County Democratic Central Committee Alameda County Democratic Party American Planning Association, California Chapter Build Affordable Faster CA California Apartment Association California Association of Realtors California State Association of Electrical Workers California State Pipe Trades Council County of Monterey East Bay for Everyone Facebook, Inc. Los Angeles Business Council, Planning and Conservation League

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		<p>would also require that a housing development under these provisions comply with public notice, comment, hearing, or other procedures applicable to a housing development in a zone with the applicable density. The bill would require that the housing development is subject to a recorded deed restriction with an unspecified affordability requirement, as provided. The bill would require that a developer either certify that the development is a public work, as defined, or is not in its entirety a public work, but that all construction workers will be paid prevailing wages, as provided, or certify that a skilled and trained workforce, as defined, will be used to perform all construction work on the development, as provided. The bill would require a local agency to require that a rental of any unit created pursuant to the bill’s provisions be for a term longer than 30 days. The bill would authorize a local agency to exempt a neighborhood lot from these provisions in its land use element of the general plan if the local agency concurrently reallocates the lost residential density to other lots so that there is no net loss in residential density in the jurisdiction, as provided. The bill would specify that it does not alter or affect the application of any housing, environmental, or labor law applicable to a housing development authorized by these provisions, including, but not limited to, the California Coastal Act, the California Environmental Quality Act, the Housing Accountability Act, obligations to affirmatively further fair housing, and any state or local affordability laws or tenant protection laws. The bill would require an applicant of a housing development under these provisions to provide notice of a pending application to each commercial tenant of the neighborhood lot. The bill would repeal these provisions on January 1, 2029. This bill contains other related provisions and other existing laws.</p>		<p>Schneider Electric State Building and Construction Trades Council of California State Building and Construction Trades Council of California TechEquity Collaborative Turner Center for Housing Innovation at the University of California, Berkeley Valley Industry and Commerce Association (VICA) Western States Council Sheet Metal, Air, Rail And Transportation Zillow Group Oppose California Cities for Local Control California Coalition for Rural Housing California Contract Cities Association California Housing</p>

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				Consortium California Housing Partnership California State Association of Counties Catalysts City of Beverly Hills City of Chino Hills City of Cupertino City of Dublin City of Lafayette City of Livermore City of Pleasanton City of Rancho Santa Margarita City of San Jose City of San Ramon City of Santa Clarita City of Saratoga City of Thousand Oaks City of Torrance Housing California Latino Alliance for Community Engagement Livable California Non Profit Housing Association of Northern

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				California Riviera Homeowners Association Rural County Representatives of California (RCRC) Southern California Association of Non-Profit Housing Sustainable TamAlmonte Town of Danville Urban Counties of California Western Electrical Contractors Association
SB 7 Atkins D Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.	4/28/2021- A. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 28).	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency 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 enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with		Natural Resources (text 2/18/2021) Support Bay Area Council California Association of Realtors California Labor Federation California Professional Firefighters

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	Re-referred to Com. on APPR.	certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project. The bill would provide for the certification by the Governor of a project alternative described in an EIR for a certified project, as provided. The bill would additionally require an applicant for certification of a project for which the environmental review has begun to demonstrate that the record of proceedings for the project is being prepared concurrently with the administrative process. The bill would require the project applicant, as a condition of certification, to agree to pay the costs of the trial court in hearing and deciding a case challenging a lead agency’s action on a certified project. The bill would authorize the Office of Planning and Research to charge a fee to an applicant seeking certification for costs incurred by the Governor’s office in the implementation of the Jobs and Economic Improvement Through Environmental Leadership Act of 2021. The bill would require resolution, to the extent feasible, of judicial review of action taken by a lead agency within 270 days after the filing of the record of proceedings with the court. The bill would provide that if a lead agency fails to approve a project certified by the Governor under the Jobs and Economic Improvement Through Environmental Leadership Act of 2021 before January 1, 2025, the certification is no longer valid. The bill would repeal the Jobs and Economic Improvement Through Environmental Leadership Act of 2021 on		California State Association of Electrical Workers California YIMBY City of Lafayette City of San Jose Council of Infill Builders County of San Diego Supervisor Nathan Fletcher, District 4 Facebook Google Harridge Development Group Hollywood Chamber of Commerce International Brotherhood of Boilermakers, Western States Section Joint Venture Silicon Valley Network San Diego City Council President Pro Tem Stephen Whitburn San Diego County Local 30 Unite Here San Diego Regional

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		<p>January 1, 2026. Because the bill would require the lead agency to prepare concurrently the record of proceedings for projects that are certified by the Governor, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>Chamber of Commerce San Diego Regional Economic Development Corporation San Diego’s Building and Construction Trades San Francisco Bay Area Planning and Research Association San Jose Downtown Association Schneider Electric Silicon Valley at Home Silicon Valley Leadership Group Southern California Association of Governments State Building and Construction Trades Council of California TechNet Valley Industry and Commerce Association (VICA) Zillow Group Oppose</p>

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				City of Beverly Hills City of Cupertino Judicial Council of California StopTheMillenniumHollywood.com Sustainable TamAlmonte
SB 8 Skinner D Housing Crisis Act of 2019.	4/29/2021-S. APPR. 4/29/2021-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (April 29).	Existing law, the Housing Crisis Act of 2019, requires a housing development project be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified. The act defines “housing development project” to mean a use consisting of residential units only, mixed-use developments consisting of residential and nonresidential uses with at least 2/3 of the square footage designated for residential use, and transitional or supportive housing. This bill would clarify, for various purposes of the act, that “housing development project” includes projects that involve no discretionary approvals, projects that involve both discretionary and nondiscretionary approvals, and projects that include a proposal to construct a single dwelling unit. The bill would specify that this clarification is declaratory of existing law. This bill contains other related provisions and other existing laws.		Housing (text 3/18/2021) Support Abundant Housing LA All Home Bay Area Council BRIDGE Housing Corporation California Apartment Association California Association of Realtors California Building Industry Association California Chamber of Commerce California Hispanic Chambers of Commerce California YIMBY

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				Casita Coalition Chan Zuckerberg Initiative Circulate San Diego Council of Infill Builders Eden Housing Facebook Fieldstead And Company, Inc. Greenbelt Alliance Greystar Development Habitat for Humanity California Housing Action Coalition MidPen Housing Corporation Modular Building Institute Non-Profit Housing Association of Northern California Oakland Firesafe Council San Diego Regional Chamber of Commerce San Francisco Bay Area Planning and Research Association (SPUR)

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				San Francisco Foundation Sand Hill Property Company Schneider Electric Silicon Valley @ Home Silicon Valley Leadership Group TechEquity Collaborative The Green Lining Institute The Two Hundred TMG Partners Zillow Group Oppose 3 Individuals California Cities for Local Control Catalysts City of Dublin City of Livermore City of Pleasanton City of San Ramon City of Torrance Latino Alliance for Community Engagement Livable California Los Altos Residents

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				Mission Street Neighbors Sustainable TamAlmonte Town of Danville
SB 9 Atkins D Housing development: approvals.	4/22/2021- S. APPR. 4/27/2021- Read second time and amended. Re-referred to Com. on APPR.	The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district. This bill contains other related provisions and other existing laws.		Governance And Finance (text 4/5/2021) Support California Labor Federation California Nurses Association United Food and Commercial Workers Union, Western States Council United Nurses Associations of California/Union of Healthcare Professionals Oppose American College of Obstetricians and Gynecologists District IX California Medical Association California Orthopedic Association

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				California Podiatric Medical Association Tenet Healthcare Corporation
SB 10 Wiener D Planning and zoning: housing development: density.	4/22/2021-S. APPR. 4/27/2021-Read second time and amended. Re-referred to Com. on APPR.	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, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2023, based on specified criteria. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction's General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would impose specified requirements on a		Governance And Finance (text 4/13/2021) Support Oppose

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		zoning ordinance adopted under these provisions, including a requirement that the zoning ordinance clearly demarcate the areas that are subject to the ordinance and that the legislative body make a finding that the ordinance is consistent with the city or county's obligation to affirmatively further fair housing. The bill would prohibit a legislative body that adopts a zoning ordinance pursuant to these provisions from subsequently reducing the density of any parcel subject to the ordinance. This bill contains other related provisions and other existing laws.		
SB 17 Pan D Office of Racial Equity.	4/14/2021- S. APPR. 4/21/2021- Set for hearing May 3.	Existing law establishes an Office of Health Equity in the State Department of Public Health for purposes of aligning state resources, decisionmaking, and programs to accomplish certain goals related to health equity and protecting vulnerable communities. Existing law requires the office to develop department-wide plans to close the gaps in health status and access to care among the state's diverse racial and ethnic communities, women, persons with disabilities, and the lesbian, gay, bisexual, transgender, queer, and questioning communities, as specified. Existing law requires the office to work with the Health in All Policies Task Force to assist state agencies and departments in developing policies, systems, programs, and environmental change strategies that have population health impacts by, among other things, prioritizing building cross-sectoral partnerships within and across departments and agencies to change policies and practices to advance health equity. This bill, until January 1, 2029, would establish in state government an Office of Racial Equity, an independent public entity not affiliated with an agency or department, governed by a Racial Equity Advisory and Accountability Council. The bill would authorize the council to hire an executive director to organize, administer, and manage the operations of the office. The bill would task the office with coordinating, analyzing, developing, evaluating, and recommending strategies for advancing racial equity across state agencies,	SUPPO RT	Judiciary (text 4/5/2021) Support A New Way of Life Reentry Project Advancement Project California Alliance San Diego American Academy of Pediatrics, California District APLA Health Asian Pacific Environmental Network Asian Pacific Policy & Planning Council Black Leadership Council Brotherhood Crusade CA4Health

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		<p>departments, and the office of the Governor. The bill would require the office to develop a statewide Racial Equity Framework providing guidelines for inclusive policies and practices that reduce racial inequities, promote racial equity, address individual, institutional, and structural racism, and establish goals and strategies to advance racial equity and address structural racism and racial inequities. The bill would also require the office, in consultation with state agencies and departments, to establish methodologies, a system of measurement, and data needs for assessing how state statutes, regulations, and practices contribute to, uphold, or exacerbate racial disparities and to prepare an annual report that evaluates and reports on progress in meeting statewide goals and policies established under the Racial Equity Framework. This bill contains other related provisions and other existing laws.</p>		<p>California Access Coalition California Alliance of Child and Family Services California Association of Food Banks California Association of Public Hospitals and Health Systems California Black Women’s Health Project California Calls California Dental Association California Health+ Advocates California Hepatitis Alliance California Latinas for Reproductive Justice California League of Conservation Voters California Nurses Association/National Nurses United California Pan-Ethnic</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Health Network California ReLeaf California State PTA California Teachers Association Californians for Safety and Justice Climate Action Campaign Community Clinic Association of Los Angeles County Community Coalition County Behavioral Health Directors Association of California County Health Executives Association of California County of San Diego County Welfare Directors Association of California Courage California Desert AIDS Project Disability Rights California Empowering Pacific

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Islander Communities End Hep C SF End the Epidemics Environmental Defense Fund Friends Committee on Legislation of California Human Impact Partners L.A. Health Care Plan Latino Coalition for a Healthy California Little Manila Rising Los Angeles County Board of Supervisors Los Angeles LGBT Center Mid-City Community Advocacy Network NARAL Pro-Choice California National Alliance on Mental Illness – California National Union of Healthcare Workers NextGen Policy PolicyLink

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				Prevention Institute Public Health Advocates Rising Sun Center For Opportunity San Francisco AIDS Foundation San Francisco Bay Area Rapid Transit District San Francisco Hep B Free – Bay Area San Francisco-Marin Food Bank SEIU State Council (co- sponsor) Southeast Asia Resource Action Center State Treasurer Fiona Ma The Greenlining Institute (co-sponsor) Union of Concerned Scientists United Way of California West Coast Children’s Clinic Western Center on Law and Poverty Oppose

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				None
SB 18 Skinner D Green hydrogen.	4/29/2021- S. APPR. 4/29/2021- From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 29).	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 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, by December 31, 2022, as a part of the scoping plan and the state's goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of hydrogen, including a specific plan to accelerate production and use of green hydrogen, as defined, in California and an analysis of how curtailed electrical generation could be better utilized to help meet the state's greenhouse gas emissions reduction goals. The bill would require the state board, in developing the strategic plan, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.		Environmental Quality (text 3/23/2021) Support Oppose
SB 30 Cortese D Building decarbonization.	1/28/2021- S. G.O. 1/28/2021- Referred to Com. on G.O.	Existing law requires the State Energy Resources Conservation and Development Commission to assess the potential for the state to reduce the emissions of greenhouse gases from the state's residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. Existing law requires the commission to include in the 2021 edition of the integrated energy policy report and all subsequent integrated energy policy reports a report on the emissions of greenhouse gases associated with the supply of energy to residential and commercial buildings. This bill would, on or after January 1, 2022, prohibit a state		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		agency from designing or constructing a state facility that is connected to the natural gas grid. The bill would require the department to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035. The bill would, except as provided, prohibit state agencies from providing funding or other support for projects for the construction of residential and nonresidential buildings that are connected to the natural gas grid.		
SB 31 Cortese D Building decarbonization.	4/19/2021-S. APPR. 4/27/2021-Read second time and amended. Re-referred to Com. on APPR.	Existing law establishes the State Energy Resources Conservation and Development Commission (Energy Commission) and requires the Energy Commission to implement various energy efficiency programs. Existing law, except as provided, requires the Energy Commission to administer federal funds allocated to, and received by, the state for energy-related projects under certain federal laws. Existing law requires the Energy Commission to develop and implement the Electric Program Investment Charge (EPIC) program to award funds for projects that will benefit electricity ratepayers and lead to technological advancement and breakthroughs to overcome the barriers that prevent the achievement of the state’s statutory energy goals and that result in a portfolio of projects that is strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. This bill would require the Energy Commission to identify and implement programs to promote existing and new building decarbonization, as defined. The bill would, to the extent clean energy or energy efficiency funds are made available from the federal government to address economic recovery and development due to the COVID-19 pandemic, authorize the Energy Commission to expend federal moneys, to the extent authorized by federal law, for projects for existing and new building decarbonization. The bill would expressly require the Energy Commission, under the EPIC program, to		Energy, Utilities And Communications (text 3/5/2021) Support 12 individuals 350 Bay Area Action 350 Humboldt 350 Silicon Valley 350 Ventura County Climate Hub Acterra Action for A Healthy Planet Active San Gabriel Valley Bay Area for Clean Environment California Association of Student Councils California League of

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		award funds for projects for the development and deployment of commercial and residential building decarbonization technologies and investments that reduce or eliminate greenhouse gas generation in those buildings, as specified. This bill contains other related provisions and other existing laws.		Conservation Voters California Young Democrats Carbon Free Silicon Valley Ceres Elders Climate Action NorCal Chapters Elders Climate Action SoCal Chapters Enigmatics Futures Unbound Glendale Environmental Coalition International Interior Design Association Northern California Chapter League of Women Voters of California Menlo Spark Mothers Out Front Silicon Valley Pacifica Climate Committee Plant-Based Advocates - Los Gatos

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				San Diego Green Building Council San Jose Community Energy Advocates School Energy Coalition Sierra Club California Silicon Valley Democratic Club SoCal 350 Climate Action South Bay Progressive Alliance Sunrise Movement - Silicon Valley The Climate Center The Climate Reality Project Bay Orange County Chapter The Climate Reality Project San Diego Chapter The Climate Reality Project Santa Clara Count The Climate Reality Project: San Fernando Valley Chapter The Climate Reality

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				Project: San Francisco Bay Area Chapter United Methodist Women: El Camino Real District Westmont High School Ecallogy Club Zanker Recycling Oppose An Individual Building Owners and Managers Association of California California Apartment Association California Association of Realtors California Building Industry Association, unless amended California Business Properties Association California Business Roundtable California Chamber of Commerce California State

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				Association of Electrical Workers California State Council of Laborers California State Pipe Trades Council California Teamsters Public Affairs Council Californians for Affordable & Reliable Energy Crenshaw Chamber of Commerce Desert Valley Builders Association El Dorado County Joint Chamber of Commerce El Dorado Hill Chamber of Commerce Elk Grove Chamber of Commerce Folsom Chamber of Commerce Forgers & Helpers Glendora Chamber of Commerce Hemet San Jacinto Valley

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				Chamber of Commerce International Association of Bridge, Structural, Ornamental & Reinforcing Iron Workers International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, International Council of Shopping Centers International Union of Operating Engineers Liuna Local 1309 Murrieta Temecula Group NAIOP of California Orange County Business Council Painters and Allied Trades (IUPAT) Rancho Cordova Chamber of Commerce Rancho Cucamonga Chamber of Commerce Roseville Area Chamber of Commerce

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				Southern California Gas Company Southwest California Legislative Council State Building and Construction Trades Council of California United Chamber Advocacy Network Utility Workers Union of America Western States Council Sheet Metal, Air, Rail And Transportation Yuba Sutter Chamber of Commerce
SB 32 Cortese D Energy: general plan: building decarbonization requirements.	4/15/2021-S. APPR. 4/21/2021-Set for hearing May 3.	The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan that addresses a number of elements. Existing law requires, among other things, the city's or county's planning agency to investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or element of the general plan. This bill would require a city or county to make, commencing January 1, 2023, a one-time amendment to the appropriate elements of its general plan, climate action or greenhouse gas emissions reduction plan, or building or other codes, as described, to include goals, policies, objectives, targets, and feasible implementation strategies, as specified, to decarbonize newly constructed, as defined, commercial		Governance And Finance (text 4/8/2021) Support 10 Individuals. 350 Bay Area Action; 350 Sacramento; 350 Silicon Valley; 350 South Bay Los Angeles; 50 Acterra Action for A

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		and residential buildings. The bill would require a city or county to submit these draft amendments to the commission at least 45 days prior to the adoption of the amendments. The bill would require the legislative body of the city or county to consider the commission’s advisory comments, if any, prior to adopting the amendments. This bill contains other related provisions and other existing laws.		Healthy Planet; Acterra; Activesgv; Activesgv, a Project of Community Partners; Bay Area for Clean Environment; California Association of Student Councils; California Solar & Storage Association; Carbon Free Silicon Valley; Climate Reality, Santa Clara County Chapter; Enigmatics; Environment California; Futures Unbound; Glendale Environmental Coalition; International Interior Design Association Northern California Chapter; Menlo Spark; Mothers Out Front Silicon Valley; Mothers Out Front;

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				Pacifica Climate Committee; Physicians for Social Responsibility - San Francisco Bay Area Chapter; Plant-based Advocates - Los Gatos; Sam Liccardo, Mayor of San Jose; San Diego 350; San Diego Green Building Council; San Fernando Valley Chapter of The Climate Reality Project; San Jose Community Energy Advocates; Sierra Club California; Sierra Club Loma Prieta Chapter; Sierra Club; Silicon Valley Democratic Club; Silicon Valley Youth Climate Action; South Bay Progressive

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				Alliance; Sunrise Movement - Silicon Valley; The Climate Center; The Climate Reality Project Bay Area Chapter; The Climate Reality Project Bay Orange County Chapter; The Climate Reality Project San Diego Chapter; United Methodist Women of The El Camino Real District; Westmont's Ecallogy Club; Zanker Recycling; Oppose California Building Industry Association
SB 33 Cortese D Apprenticeship:	4/20/2021- S. THIRD READING 4/20/2021-	Existing law provides for apprenticeship programs within the Division of Apprenticeship Standards within the Department of Industrial Relations, sponsored by specific entities and employers, and requires the Chief of the Division of Apprenticeship Standards to perform various functions with respect to		Committee On Labor, Public Employment And

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annual report: task force.	Read second time. Ordered to third reading.	apprenticeship programs and the welfare of apprentices. Existing law also establishes the California Apprenticeship Council within the Division of Apprenticeship Standards and requires the council to issue rules and regulations on apprenticeship standards and certain other topics, as prescribed. This bill would require the Director of Industrial Relations, on or before September 1, 2022, to convene a task force to promote apprenticeship for all populations throughout the state, to be known as the Construction Apprenticeship Advancement Task Force, with membership as prescribed. The bill would require the task force, in consultation with specified entities, to study the recruitment, retention, and barriers to entry of women and other minority, underrepresented, and disadvantaged populations in the State of California for purposes of ensuring apprenticeship opportunities are more inclusive of those populations. The bill would require the membership of the task force to work jointly to issue a joint report to the Legislature by January 1, 2023, and by that date annually thereafter, that details best practices to promote apprenticeship for all populations throughout the state. This bill contains other related provisions and other existing laws.		Retirement (text 3/11/2021) Support California State Council of Laborers Oppose None
SB 37 Cortese D Contaminated Site Cleanup and Safety Act.	4/26/2021- S. APPR. 4/27/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.)	(1) Existing law requires the Department of Toxic Substances Control to compile a list of specified information, including, but not limited to, hazardous waste facilities where the department took, or contracted for the taking of, corrective action to remedy or prevent, for example, an imminent substantial danger to public health. Existing law requires the State Department of Health Care Services to compile a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis by local health officers. Existing law requires the State Water Resources Control Board to compile a list of specified information, including, but not limited to, all cease and desist orders and cleanup and abatement orders issued under the Water Code that concern the		Environmental Quality (text 4/13/2021) Support California League of Conservation Voters California State Council of Laborers Natural Resources Defense Council (NRDC)

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	(April 26). Re-referred to Com. on APPR.	discharge of wastes that are hazardous materials. Existing law requires designated local enforcement agencies to compile and submit to the Department of Resources Recycling and Recovery a list of all solid waste disposal facilities from which there is a known migration of hazardous waste, and requires the department to compile these lists into a statewide list. Existing law requires these agencies to update the information as appropriate, but at least annually, and to submit the information to the Secretary for Environmental Protection. Under existing law, the Secretary for Environmental Protection is required to consolidate the information provided by these state agencies and distribute the information in a timely fashion to each city and county in which sites on the lists are located and to any other person upon request. This bill would enact the Contaminated Site Cleanup and Safety Act and would recodify the above-described provisions with certain revisions. The bill would repeal the requirement for the state agencies to provide their respective lists to the Secretary for Environmental Protection and instead require these agencies to post the lists on their respective internet websites. The bill would repeal the requirement for the Secretary for Environmental Protection to consolidate the information submitted by the state agencies and instead require the secretary to post the information, or links to the information, on the California Environmental Protection Agency's internet website. The bill would repeal the requirement for the Secretary for Environmental Protection to distribute the information to each city and county in which sites on the lists are located and to any other person upon request. This bill contains other related provisions and other existing laws.		San Diego Green Building Council Oppose None
SB 44 Allen D	4/14/2021- S. APPR. 4/27/2021-	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or	Sponsor	Judiciary (text 4/5/2021) Support

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California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.	From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would provide that no reimbursement is required by this act for a specified reason. This bill contains other existing laws.		Bay Area Council California State Association of Electrical Workers, California State Pipe Trades Council California Transit Association Los Angeles County Business Federation Los Angeles County Metropolitan Transportation Authority Peninsula Corridor Joint Powers Board San Francisco Bay Area Planning and Urban Research Association San Mateo County Transit District Silicon Valley Leadership Group Solano Transportation Authority Southern California Association of Governments

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				Southern California Regional Rail Authority Western States Council of Sheet Metal Workers Oppose Judicial Council of California Western Electrical Contractors Association
SB 45 Portantino D Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.	4/15/2021- S. APPR. 4/21/2021- Set for hearing May 3.	The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide primary direct election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. 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 enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,595,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. This bill contains other related provisions.		Governance And Finance (text 4/8/2021) Support Bay Area Council Bloom Energy Corporation California Academy of Sciences California Association of Resource Conservation Districts California Council of Land Trusts California Department of Forestry Firefighters Local 2881 California Municipal

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				Utilities Association California Solar & Storage Association California State Association of Counties California Teamsters Public Affairs Council California Trout California Watershed Network City of Santa Monica Clean Power Alliance of Southern California County of Marin County of Ventura, Second District County Supervisor Linda Parks Monterey County of Orange County Employees Association Professional Engineers in California Government Puente Hills Habitat Preservation Authority Sacramento County of San Jose City of Santa Clara Valley Open

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				Space Authority Sonoma Land Trust Together Bay Area Tree Care Industry Association Trout Unlimited Upper San Gabriel Valley Municipal Water District Oppose None
SB 46 Stern D American Rescue Plan Act funds: federal recovery funds: funded projects.	3/18/2021- S. G.O. 3/18/2021- Re-referred to Coms. on G.O., L., P.E. & R., and E.Q. Referral to Com. on E.Q. rescinded because of the limitations placed on committee	On Feb 24, 2021, the American Rescue Plan Act of 2021 (ARP) was introduced in the United States Congress. The stimulus package, if enacted into law, would, among other things, provide funding for economic relief payments to state, local, tribal, and territorial governments to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession. This bill would require, to the extent authorized by federal law, a state agency that receives and disburses ARP funds or other federal recovery funds to consider projects' potential impact on specified goals, including, among other things, restoring frontline communities and rapidly accelerating achievement of environmental justice and climate goals, including, but not limited to, climate, environmental, and biodiversity protection and stimulating growth. The bill would require state agencies to document how proposed projects meet or align with the goals and require the Labor and Workforce Development Agency to establish an internet website where the public can track the expenditure of federal ARP funds by the state and how funded projects meet the goals.		

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	hearings due to ongoing health and safety risks of the COVID-19 virus.			
SB 51 Durazo D Surplus residential property.	3/22/2021- A. THIRD READING 3/22/2021- Read second time. Ordered to third reading.	(1)Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Under existing law, these provisions apply to dispositions by a local agency that, as of September 30, 2019, has entered into an exclusive negotiating agreement or legally binding agreement to dispose of property, provided that the disposition is completed not later than December 31, 2022. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024,		Housing And Community Development (text 3/8/2021) Support Abundant Housing LA County of Los Angeles, Board of Supervisors Eric Garcetti, Mayor, City of Los Angeles San Diego Metropolitan Transit System Oppose United Caltrans Tenants

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		<p>the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. The bill would extend these dates in the event of a judicial challenge to 6 months following the final conclusion of litigation. This bill would, with respect to surplus residential property that is located within the City of Los Angeles, instead require that if the surplus residential property is not sold to a former owner or present occupant, as described above, the property be offered at fair market value to purchasers who are present tenants who have occupied the property for 5 years or more and who are in good standing with all rent obligations current and paid in full, with first right of occupancy to the present occupants. If the surplus residential property is a historic home, as defined, the bill would then require that the property be offered to the city in which the property is located or a nonprofit private entity dedicated to rehabilitating and maintaining the historic home for public and community access and use, subject to specified terms and conditions. Finally, the bill would require that surplus residential property be offered to a housing-related entity, subject to specified terms and conditions. The bill would require a housing-related entity to cause the property to be used for low- and moderate-income rental housing for a term of at least 55 years, subject to a recorded affordability covenant, as provided, and to provide a first right of occupancy to the present occupants. The bill would authorize the Department of Transportation to designate in regulations, or delegate by agreement to, a public agency to monitor a property's compliance with the bill's terms, conditions, and restrictions, in the case of a historic home, or the recorded covenant, in the case of surplus residential properties sold to a housing-related entity, and authorize the monitoring entity to charge the property owner a fee to cover the cost of monitoring. The bill would provide zoning specifications for the purpose of increasing opportunity for affordable housing within the 710 state route corridor, that would remain in effect until such time as the City of Los</p>		

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		Angeles updates the specified community plan and zoning. The bill would require any net increase of housing units to be used for low- and moderate-income rental housing for a term of at least 55 years, and requires the purchase and operation of the property to be subject to a covenant recorded against the property that requires the property to remain available and affordable for rental by lower income and moderate-income households, as defined, for a term no shorter than 55 years. This bill contains other related provisions and other existing laws.		
SB 66 Allen D California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	4/27/2021- S. APPR. 4/28/2021- Read second time and amended. Re-referred to Com. on APPR.	Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the secretary 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 as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.		Transportation (text 4/14/2021) Support Oppose
SB 67 Becker D Clean energy:	3/11/2021- S. E. U., & C. 4/26/2021- April 26 set	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires the PUC to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a		

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California 24/7 Clean Energy Standard Program.	for first hearing canceled at the request of author.	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. The program requires the PUC to establish appropriate 3-year compliance periods for all subsequent years that require retail sellers to procure not less than 60% of retail sales of electricity products from eligible renewable energy resources. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The program requires the State Energy Resources Conservation and Development Commission (Energy Commission) to establish appropriate multiyear compliance periods for all subsequent years that require the local publicly owned electric utility to procure not less than 60% of retail sales of electricity products from eligible renewable energy resources. This bill would revise that policy to establish a goal that 100% of electrical load be supplied by eligible clean energy resources, as defined. The bill would establish the California 24/7 Clean Energy Standard Program, which would require that 85% of retail load, as defined, annually and at least 60% of retail load within certain subperiods by December 31, 2030, and 90% of retail load annually and at least 75% of retail load within certain subperiods by December 31, 2035, be supplied by eligible clean energy resources, as defined. The bill would require the Energy Commission, in consultation with the PUC and California balancing authorities, to establish compliance periods and subperiods that meet certain criteria. The bill would require the PUC to establish for each retail seller, and the Energy Commission for each local publicly owned electric utility, clean energy procurement requirements for each compliance period and subperiod, as		

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		provided. Because the bill would impose additional duties on local publicly owned electric utilities, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 68 Becker D Building decarbonization.	4/29/2021- S. APPR. 4/29/2021- Withdrawn from committee. Re-referred to Com. on APPR.	Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to assess the potential for the state to reduce the emissions of greenhouse gases from the state's residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. This bill would require the Energy Commission to gather or develop, and publish on its internet website, guidance and best practices to help building owners, the construction industry, and local governments overcome barriers to electrification of buildings and installation of electric vehicle charging equipment. This bill contains other related provisions and other existing laws.		Energy, Utilities And Communications (text 4/8/2021) Support 350 Silicon Valley 52 private individual Acterra Bay Area for Clean Environment Bay Area Youth Lobbying Initiative California Building Industry Association California Efficiency + Demand Management Council California Solar & Storage Association Carbon Free Palo Alto Climate Youth Ambassador Program Diablo Valley Democratic Club

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				Elders Climate Action, NorCal Chapters Elders Climate Action, SoCal Chapters Harker Green Team Homestead High School Green Ops Marin/Sonoma Building Electrification Squad Mothers Out Front Silicon Valley Napa Climate Now Natural Resources Defense Council (NRDC) Pacifica Climate Committee Peninsula Clean Energy Peninsula Interfaith Climate Action San Jose Community Energy Advocates Sierra Club California Silicon Valley Youth Climate Action Sunnyvale Democratic Club

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				Together We Will - San Jose Oppose Southern California Edison
SB 84 Hurtado D Oil and gas wells: hazardous or idle-deserted wells and facilities.	4/29/2021- A. DESK 4/29/2021- Read third time. Passed. (Ayes 31. Noes 3.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	(1)Existing law establishes the Geologic Energy Management Division in the Department of Conservation, under the direction of the State Oil and Gas Supervisor, who is required to supervise the drilling, operation, maintenance, and abandonment of wells and the operation, maintenance, and removal or abandonment of tanks and facilities related to oil and gas production within an oil and gas field, so as to prevent damage to life, health, property, and natural resources. Under existing law, the current operator, or the previous operator, as provided, as determined by the records of the supervisor, of a deserted well that produced oil, gas, or other hydrocarbons or was used for injection is responsible for the proper plugging and abandonment of the well or the decommissioning of deserted production facilities. If the supervisor determines that the current operator does not have the financial resources to fully cover the cost of plugging and abandoning the well or the decommissioning of deserted production facilities, existing law requires the immediately preceding operator to be responsible for the cost of plugging and abandoning the well or the decommissioning of deserted production facilities. This bill would require the supervisor to provide specified committees of the Legislature by July 1, 2022, with the process the supervisor has established to determine that the current operator does not have the financial resources to fully cover the cost of plugging and abandoning the well or the decommissioning of deserted production facilities, or for a previous operator. The bill would require the supervisor to, in a timely manner, post the materials		Natural Resources And Water (text 12/15/2020) Support None Oppose 1000 Grandmothers for Future Generations 350 Bay Area Action Audubon California California League of Conservation Voters Center for Biological Diversity Earthjustice Environmental Working Group Greenpeace Mothers Out Front Sierra Club California The Climate Center

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		provided to the legislative committees on a public portion of the division’s internet website. This bill contains other related provisions and other existing laws.		
SB 111 Newman D Schoolbuses: stop requirements.	1/28/2021- S. TRANS. 4/7/2021- April 13 hearing postponed by committee.	Existing law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. This bill would authorize a school district to install and operate an automated video traffic enforcement system, as defined, for the purpose of enforcing the prohibition described above. The bill would allow school districts to contract with private vendors for the equipment, operation, and maintenance of an automated video traffic enforcement system, under certain circumstances, and create working agreements with local jurisdictions and local law enforcement. The bill would require the video enforcement system images to capture only the vehicle make and model, color, and license plate displayed, and not any person in the vehicle or any other vehicles or persons in the vicinity of the vehicle. The bill would make any information, image, or other data captured or generated by the automated video enforcement system confidential, and, unless demanded by court order, available only to the law enforcement agency or offender for limited purposes. The bill would require additional signage on schoolbuses relative to the video enforcement system. The bill would prohibit a school district from using automated schoolbus video enforcement systems or information gathered from those systems for any purpose other than those authorized by these provisions and would specifically prohibit the use of video or images captured by a system for employee surveillance or discipline. The bill		

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		would allow the State Board of Education to adopt standards, rules, and regulations to address privacy concerns arising from the use of an automated video traffic enforcement system. The bill would require a school district that operates an automated video traffic enforcement system to provide notice to people in the district and to send warning letters in lieu of citations for violations captured by the system during the first 90 days. The bill would allow for some reduced penalties when a violation was captured by an automated video traffic enforcement system. This bill contains other related provisions and other existing laws.		
SB 209 Dahle R	2/10/2021- S. G.O. 3/4/2021- From committee with author's amendments. Read second time and amended. Re- referred to Com. on G.O.	Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor to exercise certain powers in response to that emergency, including, but not limited to, suspending specified statutes, ordinances, orders, regulations, or rules. Existing law requires all of the powers granted the Governor by the California Emergency Services Act with respect to a state of emergency to terminate when the state of emergency has been terminated by proclamation of the Governor or by concurrent resolution of the Legislature declaring it at an end. This bill would require a state of emergency to terminate 45 days after the Governor's proclamation of the state of emergency unless the Legislature extends it by a concurrent resolution.		
SB 210 Wiener D	4/5/2021- S. APPR. SUSPENSE FILE 4/5/2021-	Existing law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Existing law authorizes the department to share that data with law enforcement		Judiciary (text 3/15/2021) Support Access Humboldt Asian Americans

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recognition systems: use of data.	April 5 hearing: Placed on APPR suspense file.	agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Existing law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours. This bill contains other related provisions and other existing laws.		Advancing Justice, California California Immigrant Policy Center Common Sense Consumer Federation of America Electronic Frontier Foundation Media Alliance National Lawyers Guild, San Francisco Chapter Oakland Privacy Privacy Rights Clearinghouse Oppose California Association of Highway Patrolmen California Narcotic Officers' Association California Peace Officers' Association California Police Chiefs Association California State Sheriffs' Association City of Fremont

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				Los Angeles County Sheriff Peace Officers Research Association of California
SB 216 Dodd D Contractors: workers' compensation insurance: mandatory coverage.	3/22/2021-S. APPR. SUSPENSE FILE 3/22/2021-March 22 hearing: Placed on APPR suspense file.	Existing law, the Contractors State License Law, provides for the licensure and regulation of contractors by the Contractors State License Board within the Department of Consumer Affairs. Existing law requires every licensed contractor, or applicant for licensure, to have on file at all times with the board a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance, or to file a certificate of exemption certifying that they have no employees and are not required to obtain or maintain workers' compensation insurance. Under existing law, the failure to file a proper certification constitutes cause for disciplinary action, and the failure of a qualifier for a license, as defined, to ensure compliance with these provisions, as specified, is a crime. Existing law requires a roofing contractor holding a C-39 license to obtain and maintain workers' compensation insurance even if that contractor has no employees. This bill, until January 1, 2025, would require concrete contractors holding a C-8 license, warm-air heating, ventilation and air-conditioning (HVAC) contractors holding a C-20 license, or tree service contractors holding a D-49 license to also obtain and maintain workers' compensation insurance even if that contractor has no employees. The bill, as of January 1, 2025, would require all licensed contractors or applicants for licensure to obtain and maintain workers' compensation insurance even if that contractor has no employees and would also prohibit the filing of a certificate of exemption. This bill contains other related provisions.		Business, Professions And Economic Development (text 1/13/2021) Support American Subcontractors Association California, Inc. California Association of Sheet Metal and Air Conditioning Contractors' National Association California Builders Alliance California Landscape Contractor's Association Contractors State License Board (CSLB) Flasher Barricader Association Housing Contractors of California

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				Plumbing-Heating-Cooling Contractors of California Sacramento Regional Builders Alliance Sacramento Regional Builders Exchange West Coast Arborists, Inc. Western Electrical Contractors Association Oppose None
SB 224 Portantino D Pupil instruction: mental health education.	4/5/2021-S. APPR. SUSPENSE FILE 4/5/2021-April 5 hearing: Placed on APPR suspense file.	Existing law requires, during the next revision of the publication “Health Framework for California Public Schools,” the Instructional Quality Commission to consider developing, and recommending for adoption by the State Board of Education, a distinct category on mental health instruction to educate pupils about all aspects of mental health. Existing law requires mental health instruction for these purposes to include, but not be limited to, specified elements, including reasonably designed and age-appropriate instruction on the overarching themes and core principles of mental health. This bill would require each school district, county office of education, state special school, and charter school to ensure that all pupils in grades 1 to 12, inclusive, receive medically accurate, age-appropriate mental health education from instructors trained in the appropriate courses at least once in elementary school, at least once in junior high school or middle school, as applicable, and at least once in high school. The bill would require that instruction		Education (text 1/14/2021) Support American Civil Liberties Union of California Aviva Family and Children's Services California Academy of Child and Adolescent Psychiatry California Association of Health, Physical Education, Recreation &

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		to include, among other things, reasonably designed instruction on the overarching themes and core principles of mental health. The bill would require that instruction and related materials to, among other things, be appropriate for use with pupils of all races, genders, sexual orientations, and ethnic and cultural backgrounds, pupils with disabilities, and English learners. 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.		Dance California Association of Local Behavioral Health Boards and Commissions California Association of Marriage and Family Therapists California Association of Student Councils California Hospital Association California School-Based Health Alliance Casa Pacifica Centers for Children and Families Children Now Children's Partnership City of Santa Monica County Behavioral Health Directors Association of California Disability Rights California Five Acres - the Boys' and Girls' Aid Society of Los Angeles County Generation Up

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				Mental Health America of Los Angeles Mental Health Services Oversight and Accountability Commission Psychiatric Physicians Alliance of California Public Advocates, Inc. San Francisco Unified School District The Kennedy Forum Wellness Together Oppose None
SB 229 Dahle R Pupil health: mental health services: grants.	4/28/2021- S. APPR. 4/29/2021- Read second time and amended. Re-referred to Com. on APPR.	Existing law requires the governing board of any school district to give diligent care to the health and physical development of pupils and authorizes the governing board of a school district to employ properly certified persons for the work, including school psychologists and counselors. This bill would require the State Department of Education, upon appropriation by the Legislature, to provide up to \$500,000,000 in grants each year for the purpose of providing mental health services for all pupils, including those affected by school closures and distance learning requirements resulting from the COVID-19 pandemic. The bill would require the department to allocate those grants to local educational agencies, as specified. The bill would be implemented only to the extent that funds for its		Education (text 4/15/2021) Support None Oppose None

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		purposes are appropriated by the Legislature in the annual Budget Act, and would authorize that appropriation to come from any available state and federal funds.		
SB 234 Wiener D Transition Aged Youth Housing Program.	4/15/2021-S. APPR. 4/26/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	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 establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program. This bill contains other related provisions.		Housing (text 3/2/2021) Support Alliance for Children's Rights American Academy of Pediatrics, California District American Civil Liberties Union of California Aspiranet California Alternative Payment Program Association California Association of Food Banks California Association of Student Councils California Court Appointed Special Advocate Association California Housing Partnership Corporation California Narcotic Officers' Association

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				California Rural Legal Assistance Foundation California School Employees Association California Youth Connection CASA of Los Angeles Catholic Charities East Bay Catholic Charities of Santa Clara County Children Now Children's Institute Coachella Valley Coalition on Youth Homelessness County Behavioral Health Directors Association of California Daughters of Charity of St. Vincent de Paul Province of the West Daughters of Charity, Province of St. Elizabeth Ann Seton Florence Crittenton Services of Orange

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				County Generation Up GRACE Institute - End Child Poverty In CA Hathaway-Sycamores Hillside Home Start, Inc. John Burton Advocates for Youth Larkin Street Youth Services Martin Luther King Jr Freedom Center National Association of Social Workers, California Chapter (NASW-CA) National Center for Youth Law Public Counsel Sacramento LGBT Community Center San Diego Youth Services San Francisco Youth Commission South Bay Community

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				Services The Children's Movement of Fresno The San Diego LGBT Community Center Transgender Health and Wellness Center Voices Youth Centers Western Center on Law and Poverty YMCA of San Diego County, Youth And Family Services Youth Emerging Stronger Oppose None
SB 257 Skinner D Property taxation: welfare exemption: museums.	2/3/2021- S. GOV. & F. 4/28/2021- Set for hearing May 6.	Pursuant to constitutional authorization, existing property tax law provides a welfare exemption, pursuant to which property used exclusively for religious, hospital, scientific, or charitable purposes owned and operated by specified types of entities is exempt from taxation if it meets certain criteria, including that the property is used for the actual operation of the exempt activity, and does not exceed an amount of property reasonably necessary to the accomplishment of the exempt purpose. Under existing property tax law, property used exclusively for the charitable purposes of museums owned and operated by a religious, hospital, scientific, or charitable fund, foundation, limited liability company, or corporation that meets these criteria is deemed to be within the welfare exemption. Existing		

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		property tax law requires a person claiming the welfare exemption to file that claim with the assessor and obtain an organizational clearance certificate from the State Board of Equalization, as provided. This bill would define the term “museum” for these purposes. The bill would provide that property used exclusively for the charitable purposes of museums includes property that a museum makes available for special events, including private rental events for its individual or corporate members, that provide access to the museum’s exhibitions, collections, or other educational offerings as part of the events, or that the museum makes available to other nonprofit or government organizations for charitable or governmental purposes, regardless of whether the museum charges any fee or receives charitable contributions in connection with those special events. The bill would further provide that these special event uses shall be considered related to the primary charitable purposes of museums and reasonably necessary or incidental to those purposes. By adding to the duties of assessors in administering the welfare exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 259 Wilk R Public Utilities Commission: oversight of electrical corporations.	1/26/2021- S. RLS. 2/22/2021- Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare and submit a wildfire mitigation plan to the commission for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, as well as protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. This bill would state the intent of the Legislature to enact legislation to strengthen the		

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	suspended. (Ayes 32. Noes 4.)	commission’s oversight of electrical corporations’ efforts to reduce their fire risk and use of deenergization events.		
SB 260 Wiener D Climate Corporate Accountability Act.	4/28/2021- S. APPR. 4/28/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 27). Re-referred to Com. on APPR.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. The act requires the state board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided. This bill would require the state board, on or before January 1, 2023, to develop and adopt regulations requiring United States-based partnerships, corporations, limited liability companies, and other business entities with total annual revenues in excess of \$1,000,000,000 and that do business in California, defined as “reporting entities,” to publicly disclose, starting in 2024 on a date to be determined by the state board, and annually thereafter, their greenhouse gas emissions, categorized as scope 1, 2, and 3 emissions, as defined, from the prior calendar year. The bill would require reporting entities to disclose their greenhouse gas emissions in a manner that is easily understandable and accessible to residents of the state. The bill would require reporting entities to ensure that their public disclosures have been independently verified by a third-party auditor, approved by the state board, with expertise in greenhouse gas emissions accounting. The bill would require the state board, in developing these regulations, to consult with a panel of experts to determine standards and protocols to ensure that public disclosures are made in a manner that is easily understandable and accessible to state residents and for the state board to utilize to collect data for all scope 1, 2, and 3 emissions by reporting entities. The bill would require the state board to		Judiciary (text 4/19/2021) Support 350 Bay Area Action 350 Humboldt 350 Sacramento 350 Silicon Valley Alliance of Nurses for Healthy Environments As You Sow Foundation Audubon California BAN SUP California Alliance for Retired Americans California Environmental Justice League California Interfaith Power and Light California League of Conservation Voters Carbon Accountable Change Begins with ME (Indivisible)

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		adopt regulations relating to the enforcement of the above requirements, including the imposition of administrative civil penalties for a violation. This bill contains other related provisions.		City of Berkeley Clean Earth 4 Kids Climate Action Campaign Climate Equity Policy Center Climate Reality San Francisco Bay Area Chapter Cloverdale Indivisible Coalition for A California Green New Deal Coalition for Clean Air Courage California Defenders of Wildlife Elders Climate Action, NorCal and SoCal Chapters Environmental Defense Fund Environmental Justice League Feminists in Action Fossil Free California Friends Committee on Legislation of California Friends of Harbors,

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				Beaches, and Parks Friends of Public Banking Santa Rosa Friends of the Earth U.S. Green New Deal at UC San Diego Greenbelt Alliance Indivisible Alta Pasadena Indivisible CA-37 Indivisible CA-43 Indivisible California 39 Indivisible California Green Team Indivisible Claremont/Inland Valley Indivisible East Bay Indivisible Euclid Indivisible Marin Indivisible Ross Valley Indivisible San Francisco Indivisible San Jose Indivisible San Pedro Indivisible Santa Barbara Indivisible SF Peninsula & CA-14 Indivisible Ventura Indivisible Yolo

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				Los Angeles County Democratic Party Mountain Progressive Frazier Park Natural Resources Defense Council/NRDC Action Fund Normal Heights Indivisible Persefoni Plug In America Postcards for America, California Rising Sun Center For Opportunity Romero Institute Rooted in Resistance Sacramento Area Congregations Together San Francisco Baykeeper Save the Bay Service Employees International Union, California Sierra Club California Silicon Valley Youth Climate Action

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				Sunrise Bay Area Sunrise Berkeley High School Sunrise Chico Sunrise Claremont Colleges Sunrise Contra Costa Sunrise Glendale Sunrise Kern County Sunrise La Crescenta Sunrise LA Youth Sunrise Los Angeles Sunrise Orange County Sunrise Redding Sunrise Sacramento Sunrise San Francisco University High School Sunrise Santa Barbara Sunrise Silicon Valley Sunrise UC Berkeley Sunrise UC Irvine The Climate Center The Climate Reality Project, San Diego Chapter The Kitchen Rainmakers The Nature Conservancy

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				Together We Will/Indivisible – Los Gatos UC Green New Deal Coalition Union of Concerned Scientists University Professional and Technical Employees Venice Resistance Wildfires to Wildflowers Oppose Agricultural Council of California Airlines for America (A4A) Alliance for Automotive Innovation American Forest and Paper Association American Property Casualty Insurance Association Brea Chamber of Commerce Building Owners and Managers Association of

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				California California Apartment Association California Bankers Association California Building Industry Association California Business Properties Association California Cement Manufacturers Environmental Coalition California Chamber of Commerce California Construction and Industrial Materials Association California Independent Petroleum Association California League of Food Producers California Legislative Council of the Plumbing, Heating and Piping Industry California Manufacturers and Technology

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				Association California Restaurant Association California Retailers Association California Trucking Association Carlsbad Chamber of Commerce Chemical Industry Council of California County of Madera El Dorado Hill Chamber of Commerce Ema Truck & Engine Manufacturers Association Garden Grove Chamber of Commerce Harbor Association of Industry and Commerce Household and Commercial Products Association International Council of Shopping Centers Lodi Chamber of

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				Commerce Long Beach Area Chamber of Commerce NAIOP of California National Electrical Contractors Association, California Chapter Orange County Business Council Oxnard Chamber of Commerce Personal Insurance Federation of California Pleasanton Chamber of Commerce Rancho Cordova Area Chamber of Commerce Redondo Beach Chamber of Commerce and Visitors Bureau San Gabriel Valley Economic Partnership Silicon Valley Leadership Group South Bay Association of Chambers of Commerce Tulare Chamber of

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				Commerce United Contractors Western Independent Refiners Association Western Line Constructors Western States Petroleum Association Western Wood Preservers Institute Wilmington Chamber of Commerce
SB 261 Allen D Regional transportation plans: sustainable communities strategies.	3/15/2021- S. TRANS. 4/19/2021- April 27 hearing postponed by committee.	Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans. This bill contains other related provisions and other existing laws.		Environmental Quality (text 1/27/2021) Support 350 Bay Area ActiveSVG American Lung Association of California Center for Climate Change and Health Central California Asthma Collaborative ClimatePlan Coalition for Clean Air Environmental Health

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				Coalition Leadership Counsel for Justice & Accountability Safe Routes to School National Partnership Oppose Associated General ContractorsThe California Chapters, Building Owners and Managers Association of California California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce International Council of Shopping Centers Kern Council of Governments NAIOP of California, James Camp, Chair

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SB 268 Archuleta D Parks and recreation: Lower Los Angeles River Recreation and Park District: Lower San Gabriel River Recreation and Park District: establishment: board of directors.	4/20/2021- S. APPR. SUSPENSE FILE 4/20/2021- April 19 hearing: Placed on APPR suspense file.	(1)Existing law authorizes the establishment of the Lower Los Angeles River Recreation and Park District by petition or resolution submitted to the Los Angeles County Local Agency Formation Commission before January 1, 2021. Existing law authorizes 10 specified city councils to each appoint one member, and the Los Angeles County Board of Supervisors to appoint 2 members, to serve at the pleasure of the appointing entity on the initial board of directors of the district. Existing law authorizes the city councils of the Cities of Commerce, Downey, Montebello, and Pico Rivera to jointly appoint one member to serve a 2-year term on the initial board of directors of the district. This bill would authorize the city councils of the Cities of Commerce, Downey, Montebello, and Pico Rivera to each appoint one member to serve at the pleasure of the appointing city council on the initial board of directors of the district, rather than to jointly appoint one member to serve a 2-year term. The bill would authorize the Los Angeles County Board of Supervisors to appoint 3 members, rather than 2 members, to serve on the initial board of directors of the district. This bill contains other related provisions and other existing laws.		Governance And Finance (text 1/28/2021) Support City of Artesia City of Bellflower City of Commerce City of Downey City of Lakewood City of Pico Rivera Santa Fe Springs Oppose None
SB 270 Durazo D Public employment: labor relations: employee information.	4/14/2021- S. APPR. 4/21/2021- Set for hearing May 3.	Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, provisions commonly referred to as the Educational Employment Relations Act, and the Higher Education Employer-Employee Relations Act, among others, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. This bill, commencing July 1, 2022, would authorize an exclusive representative to file a charge of an unfair labor practice with the board, as specified, alleging a violation of the above-described requirements only if specified conditions are met, including that the exclusive representative gives		Judiciary (text 1/28/2021) Support California Conference Board of the Amalgamated Transit Union California Conference of Machinists California Faculty Association

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		written notice of the alleged violation and that the public employer fails to cure the violation, as specified. The bill would limit a public employer’s opportunity to cure certain violations.This bill contains other related provisions and other existing laws.		California Federation of Interpreters California Federation of Teachers California Labor Federation California Professional Firefighters California School Employees Association California Teachers Association California Teamsters Public Affairs Council California-Nevada Conference of Operating Engineers Engineers and Scientists of California, IFPTE Local 20 Professional & Technical Engineers, Local 21 SEIU California United Public Employees Oppose Association of California HealthCare Districts

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				California Association of Joint Powers Authorities (CAJPA) California Special Districts Association California State Association of Counties League of California Cities Public Risk Innovation, Solutions, and Management Rural County Representatives of California (RCRC) Urban Counties of California
SB 274 Wieckowski D Local government meetings: agenda and documents.	4/22/2021- A. DESK 4/22/2021- Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the	Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the		Governance And Finance (text 1/29/2021) Support AFL-CIO American Federation of State, County and Municipal Employees Association of California

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	Assembly. In Assembly. Read first time. Held at Desk.	items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Water Agencies California Association of Local Agency Formation Commissions California Association of Realtors; California Municipal Utilities Association California News Publishers Association Services, Inc. California State PTA California Taxpayers Association County, and Municipal Employees Oakland Privacy Oppose None
SB 333 Eggman D San Joaquin Regional Transit District: procurement.	4/13/2021-S. APPR. 4/21/2021-Set for hearing May 3.	The Local Agency Public Construction Act governs contracting by the San Joaquin Regional Transit District for the purchase of supplies, equipment, and materials. The act requires the district, when such an expenditure exceeds \$50,000, to make that purchase by contract let to the lowest responsible bidder. The act requires the district to publish notice requesting bids at least once in a newspaper of general circulation. This bill would increase that competitive bidding threshold to \$150,000 and specify that the contract be let, in the district's discretion, either to		Transportation (text 3/22/2021) Support San Joaquin Regional Transit District Oppose None

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		the lowest responsible bidder or to a responsible bidder that submits a proposal that provides the best value, as defined, to the district. The bill would also require, for the purchase of supplies, equipment, or materials that exceeds \$5,000, but does not exceed \$150,000, the district to obtain, to the extent practicable, a minimum of 3 written or oral quotes that permit the district to compare the prices and terms for the purchase. By imposing additional duties on local officials, the bill would impose a state-mandated local program. This bill contains other existing laws.		
SB 339 Wiener D Vehicles: road usage charge pilot program.	4/13/2021- S. APPR. 4/21/2021- Set for hearing May 3.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work		Transportation (text 4/5/2021) Support American Automobile Association of Northern California, Nevada & Utah Automobile Club of Southern California Bay Area Council Bay Area Rapid Transit California Transit Association California Transportation Commission East Bay for Everyone Fossil Free California Transportation California

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		group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.		Vulcan Materials Company Oppose None
SB 342 Gonzalez D South Coast Air Quality Management District: board membership.	4/12/2021- S. GOV. & F. 4/28/2021- Set for hearing May 6.	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, consisting of 13 members. This bill would add 2 members to the district board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. The bill would require the 2 additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice. The bill would also require a candidate for these positions to meet other specified requirements.		Environmental Quality (text 3/10/2021) Support California League of Conservation Voters Coalition for Clean Air Communities for a Better Environment Earthjustice Esperanza Community Housing Corporation Holman United Methodist Church Liberty Hill Foundation Natural Resources Defense Council (NRDC) People's Collective for Environmental Justice

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				Physicians for Social Responsibility - Los Angeles Redeemer Community Partnership Stand LA Coalition Oppose Los Angeles County Business Federation
SB 346 Wieckowski D In-vehicle cameras.	4/5/2021-S. APPR. SUSPENSE FILE 4/5/2021-April 5 hearing: Placed on APPR suspense file.	Existing law prohibits a person or entity from providing the operation of a voice recognition feature within this state without prominently informing, during the initial setup or installation of a connected television, either the user or the person designated by the user to perform the initial setup or installation of the connected television. Existing law further prohibits any actual recordings of spoken word collected through the operation of a voice recognition feature by the manufacturer of a connected television, or a third party contracting with a manufacturer of a connected television, from being sold or used for any advertising purpose. Existing law prohibits a person or entity from compelling a manufacturer or other entity providing the operation of a voice recognition feature to build specific features for the purpose of allowing an investigative or law enforcement officer to monitor communications through that feature. Existing law prohibits a waiver of these prohibitions and authorizes their enforcement by injunction or civil penalty in a court of competent jurisdiction by the Attorney General or a district attorney. This bill would prohibit a person or entity from providing the operation of an in-vehicle camera within this state without prominently informing the user or the person designated by the user to purchase the vehicle. The bill would further prohibit any		Judiciary (text 2/9/2021) Support Consumer Attorneys of California Consumer Federation of California Consumer Watchdog Consumers for Auto Reliability and Safety Oakland Privacy Oppose California New Car Dealers Association

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		video recording collected through the operation of an in-vehicle camera by the manufacturer from being used for any advertising purpose or shared with, or sold to, any third party. The bill would also prohibit any recording obtained through operation of an in-vehicle camera by the manufacturer from being retained at any location other than the vehicle itself without the affirmative written or electronic consent of the user. The bill would prohibit a person or entity from compelling a manufacturer or other entity providing the operation of an in-vehicle camera to build specific features for the purpose of allowing an investigative or law enforcement officer to monitor images through that feature. The bill would prohibit a waiver of these protections, and would authorize their enforcement by injunction or civil penalty in a court of competent jurisdiction by the Attorney General or a district attorney.		
SB 372 Leyva D Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.	4/27/2021-S. APPR. 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 27). Re-referred to Com. on APPR.	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the state board to designate the California Pollution Control Financing Authority as the agency responsible for administering the program and would require the state board and the authority to enter into an		Transportation (text 4/19/2021) Support Oppose

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		interagency working agreement for the development and administration of the program. The bill would require the authority to consult with various state agencies and stakeholders in the development and implementation of the program. This bill contains other related provisions and other existing laws.		
SB 375 Wilk R Employment Development Department: unemployment insurance claimants: assistance.	3/18/2021- S. L., P.E. & R. 3/18/2021- Re-referred to Com. on L., P.E. & R.	Existing law establishes the Employment Development Department within the Labor and Workforce Development Agency and sets forth its powers and duties, including administration of the unemployment and disability insurance programs for California. Existing law requires the department to pay unemployment compensation benefits to unemployed individuals meeting specified requirements, to periodically review policies and practices used to determine eligibility for and the amount of benefits in the unemployment insurance program, and to report to the Legislature, as specified. Under existing law, unemployment compensation benefits are paid from the Unemployment Fund, and the expenses for administering these provisions are paid from the Unemployment Administration Fund, which is continuously appropriated for these purposes. This bill would require the department to implement a formal policy no later than October 1, 2021, that establishes a process for tracking and periodically analyzing call information data to determine the reasons why unemployment insurance claimants call the department for assistance. The bill would require the department, every 6 months thereafter, to analyze the data it has collected in order to improve its call center. The bill would require the department, in conducting its analysis, to identify and resolve weaknesses or problems with the way it provides assistance to claimants. The bill would require the department to take additional actions, including to develop a recession plan to prepare for future economic downturns by January 1, 2022, to update that recession plan at least once every 3 years thereafter, and to report this information to the Legislature, as specified. Because this bill would		

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		authorize the expenditure of funds from the Unemployment Administration Fund for new purposes, the bill would make an appropriation. This bill contains other related provisions.		
SB 387 Portantino D Peace officers: certification, education, and recruitment.	4/20/2021- S. APPR. 4/28/2021- Read second time and amended. Re-referred to Com. on APPR.	Existing law requires the Commission on Peace Officer Standards and Training to establish a certification program for peace officers. Existing law requires the commission to establish basic, intermediate, advanced, supervisory, management, and executive certificates for the purpose of fostering the education and experience necessary to perform general police service duties. Existing law requires certificates to be awarded on the basis of a combination of training, education, experience, and other prerequisites, as determined by the commission. Existing law generally requires a local law enforcement officer who is responsible for the prevention and detection of crime and the general enforcement of the criminal laws to obtain the basic certificate issued by the commission within 18 months of employment in order to continue to exercise the powers of a peace officer. This bill would require the commission to work with stakeholders from law enforcement, the University of California, the California State University, the California Community Colleges, and community organizations to develop a list of courses to include as requirements for obtaining a basic certificate, as specified. The bill would require an applicant for a basic certificate to complete those courses before obtaining the certificate. By imposing additional training costs on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Public Safety (text 2/11/2021) Support Association of Orange County Deputy Sheriff's California Association of Highway Patrolmen California Coalition of School Safety Professionals California Fraternal Order of Police California Narcotic Officers' Association California Peace Officers' Association California State Sheriffs' Association California Statewide Law Enforcement Association Long Beach Police Officers Association Los Angeles County

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				Sheriff's Department Los Angeles School Police Officers Association Palos Verdes Police Officers Association Peace Officers Research Association of California Riverside Sheriffs' Association Sacramento County Deputy Sheriffs' Association San Bernardino County Sheriff's Employees' Benefit Association Santa Ana Police Officers Association Oppose American Civil Liberties Union California Action Anti Police-terror Project California S.T.O.P. Coalition Communities United for Restorative Youth Justice Justice Teams Network

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				Public Health Advocates San Francisco Public Defender's Office Silicon Valley De-Bug Youth Justice Coalition L.A.
SB 390 Laird D Employment Development Department: comprehensive plan.	4/19/2021- S. APPR. 4/29/2021- May 3 hearing postponed by committee.	Existing law creates, in the Labor and Workforce Development Agency, the Employment Development Department, which is vested with the duties, purposes, responsibilities, and jurisdiction with respect to job creation activities. The department is authorized to study and make recommendations as to actions that might tend to do several things, including, but not limited to, promoting the prevention of unemployment and the stabilization of employment, reducing and preventing unemployment, and establishing the most effective methods of providing economic security through all forms of social insurance. This bill would require the department to develop and, upon appropriation by the Legislature, implement a comprehensive plan to prepare for an increase in unemployment insurance compensation benefits claims due to an economic recession. The bill would require the plan to detail how to respond to economic downturns with a predetermined strategy that has considered the full effect on the department's operations, and include, but not be limited to, identifying the lessons learned from previous economic downturns, identifying ways to improve self-serve services to avoid long wait times to speak to staff, and enhancing claims processing tools to ensure that the department's identity verification processes are as robust as possible. The bill would require the department to provide a copy of the comprehensive plan to the Joint Legislative Budget Committee and the Department of Finance by March 1, 2022, and to update the comprehensive plan		Committee On Labor, Public Employment And Retirement (text 4/5/20 21) Support California Chamber of Commerce California Conference Board of the Amalgamated Transit Union California Conference of Machinists California Teamsters Public Affairs Council Engineers and Scientists of California, IFPTE Local 20 Professional & Technical

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		and provide a copy to the Joint Legislative Budget Committee and the Department of Finance every 2nd year thereafter.		Engineers, Local 21 Unite Here International Union, AFL-CIO Utility Workers Union of America Oppose None
SB 391 Min D Common interest developments: emergency powers and procedures.	4/29/2021- A. DESK 4/29/2021- Read third time. Urgency clause adopted. Passed. (Ayes 35. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law defines a board meeting as a congregation, as provided, or a teleconference, as provided. Existing law requires, among other things, a board meeting held by teleconference to identify at least one physical location so that members of the association may attend, except as provided. This bill would establish alternative teleconferencing procedures for a board meeting or a meeting of the members if the common interest development is in an area affected by a federal, state, or local emergency. The bill would also make a conforming change. This bill contains other related provisions.		Judiciary (text 3/22/2021) Support California Association of Community Managers California Association of Realtors Community Associations Institute's California Legislative Action Committee Desert Resort Management Morgan Hill Homeowners Association Parkmont Villas Townhouse Association Professional Community Management, an Associa

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				Company Riverside Sun City Homeowners Association Oppose California Alliance for Retired Americans Center for California Homeowner Association Law Habitat for Humanity California
SB 415 Melendez R	2/25/2021- S. TRANS. 4/5/2021- From committee with author's amendments. Read second time and amended. Re- referred to Com. on TRANS.	Existing law provides for a portion of gasoline and diesel excise tax revenues in the Highway Users Tax Account to be distributed by formula by the Controller to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law requires various funds, including a portion of gasoline and diesel excise tax revenues and revenues from certain vehicle fees, to be deposited in the Road Maintenance and Rehabilitation Account. Existing law, after certain allocations from the Road Maintenance and Rehabilitation Account are made, requires 50% of the remaining funds in the account to be annually apportioned to cities and counties by the Controller pursuant to a specified formula, which, for counties, includes the number of registered vehicles and maintained miles of county roads. Existing law requires the funds distributed to local governments from these accounts to be used for certain transportation purposes. Existing law requires each county to annually submit to the Department of Transportation any additions or exclusions from its mileage of maintained county highways. Existing law requires the department to		

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		certify county mileage figures to the Controller. This bill contains other existing laws.		
SB 423 Stern D Energy: renewable and zero-carbon resources.	4/26/2021- S. APPR. 4/28/2021- Read second time and amended. Re-referred to Com. on APPR.	The 100 Percent Clean Energy Act of 2018 established as 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 Public Utilities Commission (PUC) and State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the State Air Resources Board (state board), to take steps to ensure that a transition to a zero-carbon electric system for the State of California does not cause or contribute to greenhouse gas emissions increases elsewhere in the western grid. Existing law requires the PUC, Energy Commission, state board, and all other state agencies to incorporate that policy into all relevant planning. Existing law requires the PUC, Energy Commission, and state board to use programs authorized under existing statutes to achieve that policy. This bill would require the state board and Energy Commission to timely incorporate emerging renewable energy and firm zero-carbon resources, as defined, into its energy and resource planning processes, as specified. This bill contains other related provisions and other existing laws.		Environmental Quality (text 4/19/2021) Support 350 Silicon Valley Alliance for Nuclear Responsibility Berkshire Hathaway Energy Clean Power Campaign Coalition of California Utility Employees Environment California Fervo Energy Form Energy Green Hydrogen Coalition Plug In America The Climate Center Oppose Agricultural Energy Consumers Association Edison International and Affiliates, Including

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				Southern California Edison
SB 437 Wieckowski D	4/26/2021- S. APPR. 4/26/2021- Read second time and amended. Re- referred to Com. on TRANS. Withdrawn from committee. Re-referred to Com. on APPR.	Existing law requires that the governing board of a local publicly owned electric utility with an annual electrical demand exceeding 700 gigawatthours adopt an integrated resource plan and a process for updating the plan at least once every 5 years to ensure the utility achieves specified objectives. Existing law requires that the local publicly owned electric utility's integrated resource plan address procurement for, among other things, transportation electrification. This bill would require that each updated integrated resource plan include details of the utility's electrical service rate design that support transportation electrification, and existing or planned incentives to support transportation electrification, as specified. The bill would require that the rate design include details for all applicable transportation sectors. The bill would require that each integrated resource plan include information about the utility's customer education and outreach efforts being implemented to inform utility customers of available incentives and decisionmaking tools, such as cost calculators or cost estimates that can assist customers in predicting the cost of paying for electricity for vehicles. By placing additional requirements upon local publicly owned electric utilities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Energy, Utilities And Communications (text 4/8/2021) Support Elders Climate Action, NorCal Chapters Elders Climate Action, SoCal Chapters Oppose None
SB 456 Laird D	4/27/2021- S. APPR. 4/27/2021- From committee: Do pass and	Existing law establishes in the Natural Resources Agency the Department of Forestry and Fire Protection, and requires the department to be responsible for, among other things, fire protection and prevention, as provided. The former Governor, Edmund G. Brown Jr., issued an executive order relating to, among other subjects, the streamlining of permitting for landowner-initiated projects for the improvement of forest health and the reduction of forest fire fuels on their		Natural Resources And Water (text 4/19/2021) Support Oppose

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action plan: reports.	re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 27). Re-referred to Com. on APPR.	properties. Pursuant to this executive order, a Forest Management Task Force involving specified state agencies was convened and an action plan was created. This bill would require the task force, including the agency and the department, on January 1, 2022, to develop a comprehensive implementation strategy to achieve the goals and key actions identified in the action plan, as provided. The bill would require the implementation strategy to address specified actions, including increasing the pace and scale of forest health activities, as provided. The bill would require the task force, on or before January 1, 2023, and annually thereafter until January 1, 2048, to submit a report containing specified information, including progress made in achieving the goals and key actions identified in the action plan, to the appropriate policy and budget committees of the Legislature. The bill would require the task force, on or before January 1, 2026, and every 5 years thereafter, to update the action plan, as provided.		
SB 475 Cortese D Transportation planning: sustainable communities strategies.	4/26/2021-S. TRANS. 4/27/2021-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 0.) (April 26). Re-referred	Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. As part of a regional transportation plan, existing law requires a metropolitan planning organization to adopt a sustainable communities strategy, which is designed to achieve certain targets 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 Air Resources Board to update the regional greenhouse gas emission reduction targets every 8 years consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan under federal law until 2050. Existing law requires the State Air Resources Board to appoint a Regional Targets Advisory Committee, consisting of representatives of various entities, to recommend factors		Environmental Quality (text 3/10/2021) Support None Oppose None

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	to Com. on TRANS.	and methodologies to be used for setting greenhouse gas emission reduction targets for the regions required to prepare a sustainable communities strategy or alternative planning strategy as part of their regional transportation plan. This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity. The bill would also require the State-Regional Collaborative for Climate, Equity, and Resilience to identify best practice implementation actions and generate point-based climate impact scores for each implementation action. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience, on or before December 31, 2022, to issue its recommendations to the State Air Resources Board for incorporation into the new guidelines for sustainable communities strategies. The bill would require the State Air Resources Board, in consultation with California Transportation Commission and the Department of Housing and Community Development, to identify regional greenhouse gas emission reduction targets for long-range strategies through 2050 and near-term implementation actions through		

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		2030 to reduce emissions from automobiles and light trucks. The bill would require the State Air Resources Board to demonstrate, by March 30, 2023, how the targets could be achieved with existing revenues using tools developed by the State-Regional Collaborative for Climate, Equity, and Resilience, and would require an opportunity for public comment and a public hearing, before adoption of targets on or before June 30, 2023. The bill would require the state board to update the regional greenhouse gas emission reduction targets for near-term implementation actions every 4 years consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan under federal law until 2050 and ensure that the targets are achievable within the context of each region's approach to meeting specified housing goals and climate adaptation strategies. The bill would also require the State Energy Resources Conservation and Development Commission, on or before July 1, 2023, and in consultation with various state entities, to set regional building decarbonization targets for 2030 and 2045 consistent with the state's targets for reducing emissions of greenhouse gases in the state's residential and commercial building stock for each geographic area represented by a metropolitan planning organization. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above. This bill contains other existing laws.		
SB 478 Wiener D	4/29/2021- S. APPR. 4/29/2021- From committee: Do pass and	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law also requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing		Housing (text 4/12/2021) Support Abundant Housing LA Bay Area Council California Apartment

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development projects.	re-refer to Com. on APPR. (Ayes 7. Noes 1.) (April 29). Re-referred to Com. on APPR.	element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would prohibit a local agency, as defined, from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above. The bill would prohibit a local agency from denying a housing development project located on an existing legal parcel solely on the basis that the lot area of the proposed lot does not meet the local agency's requirements for minimum lot size. The bill would only apply to housing development projects that meet specified requirements, including, among other things, that the project be located in a multifamily residential zone or a mixed-use zone, as specified. The bill would additionally require the department to identify violations by a local government of these provisions, as described above. This bill contains other related provisions.		Association California Building Industry Association California YIMBY Chan Zuckerberg Initiative Circulate San Diego East Bay for Everyone Fieldstead And Company, Inc. Greenbelt Alliance Greenlining Institute Habitat for Humanity California Housing Action Coalition LISC San Diego Long Beach YIMBY Mountain View YIMBY Non-Profit Housing Association of Northern California North Bay Leadership Council Northern Neighbors Peninsula for Everyone People For Housing - Orange County

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				San Fernando Valley YIMBY San Francisco Bay Area Planning and Research Association (SPUR) San Francisco YIMBY Santa Cruz YIMBY South Bay YIMBY Streets for People Bay Area Turner Center for Housing Innovation at the University of California, Berkeley Urban Environmentalists YIMBY Action Oppose Alameda Citizens Task Force California Cities for Local Control California State Council of Laborers California Teamsters Public Affairs Council Catalysts Citizens Preserving

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				Venice City of Pleasanton City of Torrance Councilmember Dawn Murdock, City of Palos Verdes Estates Crescenta Highlands Neighborhood Association Franklin Corridor Coalition Hollywoodland Homeowners Association Homeowners Of Encino International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers International Association of Heat and Frost Insulators and Allied Workers International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers

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				International Brotherhood of Electrical Workers International Union of Bricklayers and Allied Craftworkers International Union of Elevator Constructors International Union of Operating Engineers International Union of Painter and Allied Trades AFL-CIO Latino Alliance for Community Engagement Livable California Miracle Mile Residential Association Mission Street Neighbors Northwest Glendale Homeowners Association Operative Plasterers & Cement Masons Riviera Homeowners Association Sheet Metal Workers' International Association Sherman Oaks

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				Homeowners Association State Building and Construction Trades Council of California Sustainable TamAlmonte United Association United Brotherhood of Carpenters and Joiners of America United Union of Roofers, Waterproofers & Allied Workers Verdugo Woodlands West Homeowners Association
SB 500 Min D Autonomous vehicles: zero emissions.	4/13/2021-S. APPR. 4/29/2021-May 3 hearing postponed by committee.	Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would, to the extent allowed by federal law, prohibit the Department of Motor Vehicles from accepting an application for original registration of a qualifying autonomous vehicle that is first operated, sold, leased, offered for sale, or offered for lease in the state on or after January 1, 2027, unless that qualifying autonomous vehicle is a zero-emission vehicle. The bill would define “qualifying autonomous vehicle” to mean a self-propelled vehicle with a gross vehicle weight rating less than 10,001 pounds and with specific automation technology that is permitted by the department for deployment as an autonomous		Transportation (text 4/5/2021) Support 350 Bay Area Action 350 Silicon Valley California Interfaith Power and Light California State Association of Electrical Workers Coalition for Clean Air

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		vehicle. The bill would define “zero-emission vehicle” to mean a self-propelled vehicle that produces no tailpipe emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, as determined by the State Air Resources Board. This bill contains other existing laws.		Coalition of California Utility Employees Community Environmental Council Cruise LLC Elders Climate Action, NorCal and SoCal Chapters Electric Vehicle Charging Association Environment California Nuro, INC. Plug In America Sierra Club California SPUR Union of Concerned Scientists Zoox, INC. Oppose American Trucking Associations, Inc. Association for Unmanned Vehicle Systems International California Chamber of Commerce California Trucking

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				Association Internet Association; the NetChoice Self-Driving Coalition for Safer Streets Silicon Valley Leadership Group TechNet
SB 527 Melendez R	2/25/2021- S. E.Q. 4/7/2021- April 12 set for first hearing canceled at the request of author.	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 in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain components of a specified high-speed rail project. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022–23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund. This bill contains other existing laws.		
SB 542 Limón D	4/13/2021- S. GOV. & F. 4/28/2021-	Existing sales and use tax laws impose taxes on retailers measured by 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		Transportation (text 3/ 25/2021) Support

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Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.	Set for hearing May 6.	purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law defines the terms “gross receipts” and “sales price.” This bill would, for sales made prior to January 1, 2032, exclude from the terms “gross receipts” and “sales price” for purposes of the Sales and Use Tax Law the amount charged for the purchase of a new on-road medium- or heavy-duty zero-emission truck that is in excess of the amount that would be charged for an equivalent new medium- or heavy-duty diesel or gasoline truck, as determined by the State Air Resources Board. This bill contains other related provisions and other existing laws.		350 Silicon Valley Amply Power California Electric Transportation Coalition (CalETC) Elders Climate Action, NorCal and SoCal Chapters Oppose None
SB 548 Eggman D Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.	4/14/2021- S. THIRD READING 4/14/2021- Read second time. Ordered to third reading.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Existing law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would require the authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.		Transportation (text 4/5/2021) Support Bay Area Council City of Dublin City of Lathrop City of Livermore City of Manteca City of Pleasanton City of San Ramon City of Tracy Dublin Chamber of Commerce Innovation Tri-Valley Leadership Group Livermore Amador

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				Valley Transit Authority Livermore Valley Chamber of Commerce Pleasanton Chamber of Commerce San Joaquin County Supervisor Robert Rickman San Joaquin Regional Rail Commission Town of Danville Tri-Valley-San Joaquin Valley Regional Rail Authority Oppose Train Riders Association of California
SB 551 Stern D California Electric Vehicle Authority.	4/27/2021- S. APPR. 4/29/2021- Read second time and amended. Re- referred to Com. on APPR.	Existing law provides for various state programs and services for the purpose of attracting and retaining businesses in the state. Existing law creates the Governor’s Office of Business and Economic Development and requires the office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the California Electric Vehicle Authority within the Governor’s office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity,		Transportation (text 4/19/2021) Support Oppose

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		workforce development, economic development, and other needs are addressed, as specified. The bill would repeal these provisions on January 1, 2029.		
SB 563 Allen D Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.	4/29/2021- S. APPR. 4/29/2021- From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 29).	Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Existing law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Existing law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district. The bill would require first priority for the housing be given		Housing (text 4/13/2021) Support California State Association of Electrical Workers California State Pipe Trades Council Move LA Santa Monicans for Renters' Rights State Building and Construction Trades Council of California Western States Council Sheet Metal, Air, Rail And Transportation Oppose California Association of Realtors California Housing Consortium California Housing Partnership Corporation

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		to households who were displaced from the district within the past 10 years, and secondary priority for households with a member or members who are employed within 2 miles of the housing or who live within the district and are children, elderly, or disabled. The bill would require first priority for the homelessness prevention programs to be given to households living within the district with a member or members who are employed within the district or who are children, elderly, or disabled, and secondary priority for households not living within the district with a member or members who are employed within the district or who are children, elderly, or disabled. The bill would authorize the remaining funds to be used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.		
SB 580 Hueso D Department of Transportation: highways and	4/13/2021- S. APPR. 4/27/2021- From committee with author's	The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Existing law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving		Transportation (text 2/18/2021) Support American Chemistry Council Cal Green Alt, LLC

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roads: recycled plastics study and specifications.	amendments. Read second time and amended. Re-referred to Com. on APPR.	materials and for recycled base, subbase, and pervious backfill materials. Existing law requires a local agency that has jurisdiction over a street or highway to either adopt these standards developed by the Department of Transportation or to discuss at a public hearing why the standards are not being adopted. Existing law requires the State Procurement Officer, when purchasing materials to be used in paving or paving subbase for use by the Department of Transportation and any other state agency that provides road construction and repair services, to contract for those items that use recycled material in those materials, unless the Director of Transportation determines that the use of the materials is not cost effective. This bill would authorize the department to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits and detrimental impacts of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. If the department conducts the study, the bill would require the Ocean Protection Council to analyze how including recycled plastics in asphalt for use as a paving material will impact the ocean's health and would require the department to assess, as part of the study, any life-cycle environmental benefits or detrimental impacts identified by the council. If the department determines that this use of recycled plastics is feasible and that recycled plastics can be included in asphalt in a manner that is cost effective and provides life-cycle environmental benefits, the bill would authorize the department to establish specifications for including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road. The bill would require the department to prepare and submit, on or before January 1 of each year, commencing January 1, 2023, an analysis to the Assembly Committee on Transportation and the Senate Committee on Transportation on its progress studying recycled plastics and its progress toward establishing specifications for including recycled plastics in		Dow Chemical Company and Its Affiliate, Dow Agrosiences; the Macrebur Limited Macrebur Southern California Plastics Industry Association Progressive Club Bonita Vista High School Oppose California Asphalt Pavement Association California Coastkeeper Alliance Center for Oceanic Awareness, Research, and Education Elders Climate Action, NorCal and SoCal Chapters Heal the Bay Northern California Recycling Association Plastic Oceans International Plastic Pollution

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		asphalt, as described above. The bill would require a local agency that has jurisdiction over a street or highway to either adopt the specifications established by the Department of Transportation or discuss at a public hearing why the specifications are not being adopted. By increasing the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Coalition, A Project of Earth Island Institute Save Our Shores Seventh Generation Advisors The 5 Gyres Institute UPSTREAM Wishtoyo Chumash Foundation Zero Waste USA
SB 582 Stern D Climate Emergency Mitigation, Safe Restoration, and Just Resilience Act of 2021.	4/27/2021- S. APPR. 4/27/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 27). Re-referred to Com. on APPR.	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 plan not less than every 5 years. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 80% below the 1990 level by 2030. The bill would adopt a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible to secure a safe climate for all, and to restore community health and reverse the impacts from the damage and injustice climate change is causing to the people, the economy, and the environment of California. The bill would		Natural Resources And Water (text 4/5/2021) Support Oppose

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		require the Secretary of the Natural Resources Agency, in coordination with the Secretary for Environmental Protection and the State Air Resources Board, and concurrent with the scoping plan, to develop a climate restoration plan that (1) achieves and maintains net negative greenhouse gas emissions in California no later than 2035, (2) exercises global leadership in restoring atmospheric and oceanic concentrations of greenhouse gas emissions to preindustrial levels as soon as possible, but by no later than 2050, and (3) specifies carbon removal targets, before 2035, as necessary to facilitate achievement of those goals. This bill contains other related provisions and other existing laws.		
SB 598 Pan D Sacramento Regional Transit District: employee relations.	4/21/2021- S. APPR. 4/21/2021- From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 2.) (April 20). Re-referred to Com. on APPR.	Existing law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining, including the Meyers-Milias-Brown Act. Existing law includes within PERB's jurisdiction the resolution of disputes alleging violation of rules and regulations adopted by a public agency, as defined, concerning unit determinations, representations, recognition, and elections, as specified. Existing law does not apply the above provisions to employees of specified transit agencies, including the Sacramento Regional Transit District, among others. This bill would grant PERB jurisdiction to enforce these labor provisions applicable to the Sacramento Regional Transit District and would require employers and employees to adjudicate complaints of specified labor violations before PERB as an unfair labor practice, subject to specified exceptions. The bill would provide that exclusive representatives have the right to represent their bargaining units in employer-employee relations with the district, and employees have the right to be represented by their exclusive representative. The bill would require the district to give reasonable written notice to an exclusive representative of its intent to make		Judiciary (text 4/12/2021) Support American Federation of State, County and Municipal Employees California-Nevada Conference of Operating Engineers International Brotherhood Of Electrical Workers, Local 1245 Sacramento Regional Transit District Oppose None

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		any changes to matters within the scope of representation for purposes of providing the exclusive representative a reasonable amount of time to negotiate with the district regarding the proposed changes. The bill would also make it unlawful for the district or an employee organization to engage in certain acts, including imposing or threatening to impose reprisals on employees, or refusing to meet and negotiate in good faith in mutually agreed upon impasse procedures. By requiring the district transit agencies to adjudicate claims before PERB, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 602 Laird D Review of conservatorships : care plans.	4/14/2021-S. APPR. 4/27/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Existing law generally provides for the establishment, review, and termination of conservatorships. Existing law specifies the persons who may be appointed as a conservator and requires the court to review a conservatorship 6 months after the initial appointment of the conservator, one year after the appointment of the conservator, and annually thereafter. Existing law sets forth the powers and duties of a conservator for the care, custody, and control of a conservatee. This bill would require a conservator, within 30 days of appointment and within 30 days before a hearing to determine the continuation or termination of an existing conservatorship, to submit a care plan to specified persons regarding the care, custody, and control of the conservatee. The bill would require the Judicial Council to develop a form for the care plan, which would be required to include specified information, including descriptions of the conservatee's living arrangement and level of care and any plans to modify those within the next 12 months. The bill would impose sanctions for a conservator's failure to timely submit a care plan, including requiring the court to impose a civil penalty in any amount up to \$5,000, to be deposited into an unspecified fund, unless the court finds good cause to not impose a penalty. The bill would require the most recent		Judiciary (text 4/5/2021) Support None Oppose None

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		care plan to be included within the court investigator's report, and would further require the court to review the most recent care plan in determining the continuation or termination of the conservatorship.		
SB 623 Newman D Electronic toll and transit fare collection systems.	4/13/2021- S. JUD. 4/26/2021- April 27 set for first hearing canceled at the request of author.	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, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability. This bill contains other related provisions and other existing laws.		Transportation (text 2/18/2021) Support Bay Area Toll Authority California State Council of Laborers Foothill Eastern Transportation Corridor Agency HNTB Corporation Individual - Resident, Ladera Ranch, Orange County Laguna Hills Chamber of Commerce Lake Forest Chamber of Commerce Mark Thomas Metropolitan Transportation Commission (sponsor) Orange County Business Council

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				Orange County Transportation Authority Riverside County Transportation Commission San Joaquin Hills Transportation Corridor Agency (Co-Sponsor) South Orange County Economic Coalition Southern California Association of Governments Southwest California Legislative Council Terraken Geotechnical Consultants, Inc. WSP USA Inc. Oppose American Civil Liberties Union/northern California/Southern California/San Diego and Imperial Counties Consumer Attorneys of California Consumer Federation of

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				California Electronic Frontier Foundation Western Center on Law and Poverty
SB 640 Becker D Transportation financing: jointly proposed projects.	4/13/2021- S. APPR. 4/27/2021- From committee with author's amendments. Read second time and amended. Re- referred to Com. on APPR.	Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. 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 funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of those funds, as specified.		Transportation (text 4/6/2021) Support American Public Works Association California Advocacy Committee California Asphalt Pavement Association City of Belmont City of Burlingame City of Fresno City of San Carlos City of San Mateo Fresno Council of Governments League of California Cities San Mateo County South San Francisco Public Works Department Oppose

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				None
SB 643 Archuleta D Fuel cell electric vehicle fueling infrastructure and fuel production: working group: statewide assessment.	4/27/2021- S. APPR. 4/29/2021- From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 27).	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 requires the State Energy Resources Conservation and Development Commission (Energy Commission), in partnership with the state board, and in consultation with specified state agencies, to develop and adopt a state plan to increase the use of alternative fuels. This bill would, until January 1, 2030, require the state board, in consultation with the Energy Commission and the Public Utilities Commission, to create a working group to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution. The bill would require the statewide assessment to be completed on or before December 31, 2023, and the working group to update the statewide assessment at least once every 2 years.		Transportation (text 4/13/2021) Support Oppose
SB 649 Cortese D Local governments: affordable housing: local tenant preference.	4/15/2021- S. JUD. 4/20/2021- Set for hearing May 4.	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 provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local		Housing (text 2/19/2021) Support Affordable Housing Network of Santa Clara County California Housing Consortium City of San Jose Greenbelt Alliance Housing Action Coalition

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		government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.		San Francisco Bay Area Planning and Urban Research Association Silicon Valley @ Home Oppose None
SB 653 Wieckowski D Vehicles: local agency charges: use of streets or highways.	2/19/2021- S. RLS. 3/3/2021- Referred to Com. on RLS.	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 had imposed the fee prior to June 1, 1989. This bill would delete obsolete references and make other technical, nonsubstantive changes to these provisions.		
SB 662 Archuleta D Energy: transportation sector: hydrogen.	4/29/2021- S. APPR. 4/29/2021- From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 29).	Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the Public Utilities Commission (PUC), in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and the State Air Resources Board (state board), to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification, as defined, to achieve specified results. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they meet specified requirements. This bill would require the PUC to additionally evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of hydrogen to fuel low-emission vehicles, as provided. The bill would require the PUC, in consultation with the		Environmental Quality (text 4/19/2021) Support Oppose

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		state board and the Energy Commission, to authorize gas corporations to file applications for investments in programs to accelerate zero-emission vehicle transportation, defined to include both transportation electrification and the use of hydrogen when it is used as a transportation fuel in fuel cell electric vehicles, to advance specified environmental objectives. The bill would require the PUC to approve, or modify and approve, programs and investments in zero-emission vehicle transportation, including hydrogen and hydrogen-related pipelines, hydrogen distribution, and make-ready infrastructure for hydrogen, using a reasonable cost recovery mechanism if they are consistent with the specified environmental objectives, do not unfairly compete with nonutility enterprises, include performance accountability measures, are in the interest of ratepayers, as defined, and do not result in cost shifts in customer rates or a net increase in emissions from the energy sector as determined by the state board. This bill contains other existing laws.		
SB 671 Gonzalez D Transportation: Clean Freight Corridor Efficiency Assessment.	4/26/2021- S. APPR. 4/28/2021- Read second time and amended. Re- referred to Com. on APPR.	Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law establishes the California Transportation Commission and requires it 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. Existing law requires the Department of Transportation to update the California Transportation Plan every 5 years and ensure that the plan addresses how the state will achieve maximum feasible emissions reductions. Existing law also requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would establish the Clean Freight	Support	Environmental Quality (text 4/6/2021) Support Breathe Southern California Calstart Inc. Edison International and Affiliates, Including Southern California Edison Elders Climate Action, NorCal and SoCal

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		Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan. The bill would require the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in the assessment. This bill contains other related provisions and other existing laws.		Chapters Los Angeles County Metropolitan Transportation Authority Union of Concerned Scientists Oppose None
SB 674 Durazo D Public Contracts: workforce development: transportation- related contracts.	4/27/2021- S. APPR. 4/29/2021- Read second time and amended. Re- referred to Com. on APPR.	Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as		Transportation (text 4/ 19/2021) Support Oppose

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		defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state’s long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety. This bill contains other related provisions and other existing laws.		
SB 687 Hueso D Emergency response: trauma kits.	4/7/2021- S. APPR. 4/21/2021- Set for hearing May 3.	Under existing law, everyone is generally responsible, not only for the result of their willful acts, but also for an injury occasioned to another by their want of ordinary care or skill in the management of their property or person. Existing law exempts from civil liability any person who, in good faith and not for compensation, renders emergency medical or nonmedical care or assistance at the scene of an emergency other than an act or omission constituting gross negligence or willful or wanton misconduct. Existing law exempts public or private organizations that sponsor, authorize, support, finance, or supervise the training of people, or certifies those people in emergency medical services, from liability for civil damages alleged to result from those training programs. This bill would define “trauma kit” to mean a first aid response kit that contains specified items, including, among other things, at least 2 tourniquets. The bill would require a person or entity that supplies a trauma kit to provide the person or entity that acquires the trauma kit with all information governing the use, installation, operation, training, and maintenance of the trauma kit. The bill would apply the provisions governing civil liability described above to a lay rescuer or person who renders emergency care or treatment by the use of a trauma kit and to a person or entity that provides training in the use of a trauma kit to provide emergency		Judiciary (text 2/19/2021) Support American College of Surgeons, San Diego-Imperial Chapter California Emergency Nurses Association Dr. Amy Liepert, University of California, San Diego Health Oppose None

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		medical treatment, or certifies certain persons in the use of a trauma kit. This bill contains other related provisions and other existing laws.		
SB 719 Min D Surplus land: exempt surplus land: eligible military base land.	4/8/2021- S. APPR. 4/21/2021- Set for hearing May 3.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require the exempt surplus land to require the residential units on the land that are permitted after January 1, 2022, to comply with specified affordability requirements, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. This bill contains other related provisions and other existing laws.		Governance And Finance (text 3/10/2021) Support Oppose
SB 726 Gonzalez D Alternative fuel and vehicle technologies:	4/27/2021- S. APPR. 4/27/2021- From committee: Do pass and	Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. Existing law requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective		Transportation (text 4/21/2021) Support Oppose

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Sustainable Transportation Strategy.	re-refer to Com. on APPR. (Ayes 13. Noes 1.) (April 27). Re-referred to Com. on APPR.	greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Existing law 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. Existing law requires the state board, no later than January 1, 2021, and at least every 5 years thereafter, in consultation with specified state agencies, to update its 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles in the state, as specified. This bill would require the state board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop, no later than January 1, 2024, a comprehensive transportation sustainability strategy to be known as the Sustainable Transportation Strategy. The bill would require the strategy to identify overall greenhouse gas emissions reductions goals and criteria pollutant reduction goals for the transportation sector, and to identify the sustainable transportation goals and programs that are intended to reduce emissions in the transportation sector to achieve those emissions reductions goals. The bill would require the strategy to develop deployment goals for each sustainable transportation goal and program identified in the strategy and would require specified state agencies to adopt those deployment goals. The bill would require the state board, as part of the 2026 update to the mobile source strategy, to consider the Sustainable Transportation Strategy and to include any portion of the Sustainable Transportation Strategy in the mobile source strategy. The bill would require, as part of the 2027 update of the scoping plan, the state board to consider the overall greenhouse gas emissions reduction goal for the transportation sector identified in the Sustainable Transportation Strategy. The bill would require the Governor to		

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		identify and appoint one key lead agency to steer the coordination of zero-emission vehicle deployment across state agencies and to implement the zero-emission vehicle component of the Sustainable Transportation Strategy. This bill contains other related provisions and other existing laws.		
SB 728 Hertzberg D Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.	4/29/2021- S. APPR. 4/29/2021- From committee: Do pass and re-refer to Com. on APPR with recommendat ion: To consent calendar. (Ayes 9. Noes 0.) (April 29). Re-referred to Com. on APPR.	Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Existing law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property. By imposing these requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Housing (text 4/15/2021) Support Habitat for Humanity California Housing Action Coalition San Francisco Bay Area Planning and Urban Research Association Oppose None
SB 735 Rubio D	3/18/2021- S. TRANS. 4/13/2021-	Existing law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, highway conditions, and in no event at a speed that		Transportation (text 3/10/2021) Support

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Vehicles: speed safety cameras.	April 13 hearing postponed by committee.	endangers the safety of persons or property. Existing law authorizes the use of automated traffic enforcement systems to monitor stops at specified locations, such as limit lines and intersections, but does not expressly authorize the use of automated speed enforcement in this state. Existing law establishes a pilot program for the adjudication of traffic infractions that does not require a personal appearance. The pilot program includes the creation of an online adjudicatory tool to determine a person’s ability to pay the amount due. The bill would authorize a local authority to use a traffic speed safety system, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a traffic speed safety system, including, among other things, notice to the public, issuance of citations, and confidentiality of data. The bill would create an administrative proceeding for persons to pay or contest a citation captured by a traffic speed safety system and a procedure to appeal an adverse decision. The bill would impose a civil penalty for a violation. The bill would require the use of the online adjudicatory tool to determine a person’s ability to pay that penalty and require that fees be collected pursuant to the process created in the pilot program described above. This bill contains other existing laws.		Active San Gabriel Valley Association of California School Administrators Boys and Girls Clubs of Greater Anaheim-Cypress Charter Oak Unified School District Children’s Advocacy Institute Conor Lynch Foundation Hang Up and Drive Institute for Safer Trucking Keep Rowena Safe Khmer Parent Association Kids are 1st La Casa de San Gabriel Community Center LA Trust for Children’s Health Liam’s Life Lime Los Altos Grace Schools Los Angeles

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				Neighborhood Initiative Loving Hands Community Care National Association of School Crossing Guards National Coalition for Safer Roads Neighborhoods United for Safe Streets Noah Benardout Foundation Plumas County Office of Education Plumas Unified School District Safe Roads Alliance San Francisco Marin Medical Society Santa Monica Safe Streets Alliance Santa Monica Spoke Servants Arms CBO South Bay Bicycle Coalition, Inc. South Central Injury Prevention Coalition Southern California

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				Families for Safe Streets Spin Street Racing Kills Streets Are For Everyone Streets for All Sunset 4 All Unidos Por La Musica Walk Long Beach Oppose California Association of Highway Patrolmen California Teamsters Public Affairs Council Peace Officers Research Association of California Safer Streets LA Western States Trucking Association
SB 743 Bradford D Housing developments: broadband adoption: grant program.	4/26/2021- S. APPR. 4/27/2021- From committee: Do pass and re-refer to Com. on	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Existing law requires the commission to develop, implement, and administer the California Advanced Services Fund program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. This bill, upon appropriation by the Legislature, would require the Public Utilities Commission to establish a grant program to fund		Energy, Utilities And Communications (text 4/19/2021) Support Boys & Girls Clubs of the Los Angeles Harbor Boys & Girls Clubs-of Capistrano Valley

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	APPR. (Ayes 14. Noes 0.) (April 26). Re-referred to Com. on APPR.	broadband adoption, digital literacy, and computer equipment for eligible publicly supported communities, as defined. The bill would require the commission to award grants to eligible publicly supported communities for the purpose of providing either one-time funding for computer equipment and to establish computer labs or ongoing funding for up to 3 years for broadband service and digital literacy programs. This bill contains other existing laws.		California Cable & Telecommunications Association, Sponsor Casa de Amparo Casa Familiar City of Long Beach Computers 2 Kids Orange County Business Council Parent Institute for Quality Education San Diego Habitat for Humanity Santa Barbara South Coast Chamber of Commerce Silicon Valley at Home South Orange County Economic Coalition United Boys & Girls Clubs of Santa Barbara County Urban League of San Diego County Oppose None

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SB 746 Skinner D California Consumer Privacy Act of 2018: personal information: political purpose.	4/20/2021- S. APPR. SUSPENSE FILE 4/20/2021- April 19 hearing: Placed on APPR suspense file.	Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer, as defined, various rights with regard to personal information relating to that consumer that is held by a business, as defined, including the right to request that a business that collects personal information about the consumer disclose the categories of personal information it has collected about that consumer. The California Privacy Rights Act of 2020, approved by the voters as Proposition 24 at the November 3, 2020, statewide general election, establishes the California Privacy Protection Agency, which is vested with full administrative power, authority, and jurisdiction to implement and enforce the California Consumer Privacy Act of 2018. This bill would grant a consumer the right to request that a business disclose to the consumer whether or not the business uses personal information collected about the consumer for a political purpose, as defined. The bill would require a business that collects personal information about a consumer and uses that information for a political purpose to disclose to the consumer specified information upon receipt of a verifiable consumer request from the consumer, including the name of any candidate or committee for which the consumer's personal information was used for a political purpose. The bill would also require the business to disclose that information to the California Privacy Protection Agency or the Attorney General, as specified, and submit a statement certified, under penalty of perjury, by the chief executive officer, or equivalent person, of the business that the business has complied with that requirement. The bill would also require a business with gross revenue exceeding \$100,000,000 in the preceding calendar year that does not engage in activities described above to submit to the California Privacy Protection Agency or the Attorney General, as specified, a statement certified, under penalty of perjury, by the chief executive officer, or equivalent person, of the business that the business does not engage in those activities. By expanding the crime of perjury, this bill would impose a state-		Judiciary (text 3/25/2021) Support Californians for Consumer Privacy Common Sense Consumer Watchdog Oppose California Chamber of Commerce Internet Association TechNet

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		mandated local program. This bill contains other related provisions and other existing laws.		
SB 751 Gonzalez D Environmental justice.	2/19/2021- S. RLS. 3/3/2021- Referred to Com. on RLS.	Existing law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. This bill would state the intent of the Legislature to enact subsequent legislation to promote environmental justice by ensuring that disadvantaged communities, often low-income communities of color, do not continue to be overburdened with unfair shares of pollution.		
SB 771 Becker D Sales and Use Tax Law: zero emissions vehicle exemption.	3/3/2021- S. GOV. & F. 4/28/2021- Set for hearing May 6.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. This bill contains other related provisions and other existing laws.		
SB 780 Cortese D Local finance: public investment authorities.	4/8/2021- S. HOUSING 4/29/2021- From committee: Do pass as amended.	Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. If a district has only one participating affected taxing entity, existing law requires the public financing authority's membership to consist of 3 members of the legislative body and 2 members of the public chosen by the legislative body. If a district has 2 or more participating		Housing (text 4/13/2021) Support City of Lakewood City of Lynwood City of San Diego County of Monterey

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	(Ayes 8. Noes 0.) (April 29).	affected taxing entities, existing law requires the public financing authority's membership to consist of a majority of members from the legislative bodies of the participating entities, and a minimum of 2 members of the public chosen by the legislative bodies of the participating entities. This bill would authorize the legislative bodies to appoint an alternate member to the public financing authority who may serve and vote in place of a member who is absent or disqualifies themselves from participating in a meeting of the authority. If a district has more than 3 participating affected taxing entities, the bill would authorize the legislative bodies of the taxing entities to, upon agreement, appoint only one member of their respective legislative bodies, and one alternate member, in addition to the public members. This bill contains other related provisions and other existing laws.		Desert Valley Builders Association Keyser Marston Associates, INC. League of California Cities RSG, INC. San Francisco Bay Area Planning and Urban Research Association (SPUR) Southern California Edison Southwest California Legislative Council West Sacramento Oppose None
SB 798 Wieckowski D	2/19/2021- S. RLS. 3/3/2021- Referred to Com. on RLS.	Existing law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Existing law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.		

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SB 809 Allen D Multijurisdictional regional agreements: housing element.	3/18/2021- S. HOUSING 3/18/2021- Re-referred to Coms. on HOUSING and GOV. & F.	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 certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels, as specified. This bill would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction's housing need for a designated income level. The bill would prohibit the jurisdictions that are a party to a multijurisdictional regional agreement from claiming an aggregate capacity in an amount greater than the actual capacity created by the housing development subject to the agreement. This bill contains other related provisions.		

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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
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<p>S. 1172 Sen. Ed Markey (D – MA)</p>	<p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p>	<p>4/15/21 – Introduced in the Senate</p>
<p>H.R. 2287 Rep. Ayanna Pressley (D - MA)</p>	<p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p>	<p>3/29/21 – Introduced in the House</p>
<p>H.R. 1319 Rep. John Yarmuth (D – KY)</p>	<p>“The American Rescue Plan Act of 2021” This legislation provides \$1.9 trillion in COVID-19 relief funds – including \$30 billion for transit agencies nationwide. The transit funding includes \$1.25 billion for existing New and Small Starts projects.</p>	<p>3/11/21 – signed into law by the President</p>

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<p>H.R. 133 Rep. Henry Cuellar (D-TX)</p>	<p>“Consolidated Appropriations Act, 2021” Federal legislation that included over \$900 billion for various coronavirus (COVID-19) relief programs, government funding of \$1.4 trillion, and myriad tax provisions. The bill included over \$14 billion for transit and \$10 billion to state DOT’s for highway spending.</p>	<p>12/27/20 – signed into law by the President</p>
<p>H. R. 7389 Rep. Ayanna Pressley (D-MA)</p>	<p>“Freedom to Move Act” Would establish a \$5 billion competitive grant program to offset fare revenues for transit agencies across the United States in order to promote fare-free public transit systems.</p>	<p>08/27/20 - Board adopts a Support position 06/29/2020 Referred to the House Committee on Transportation and Infrastructure, Subcommittee on Highways and Transit</p>
<p>H. R. 2 Rep. Peter DeFazio (D-OR)</p>	<p>“New Vision for the Environment and Surface Transportation in America Act” INVEST in America Act The INVEST in America Act makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund. This total is an increase of over 60% above the current surface transportation bill. The bill also includes a number of policy priorities that Metro has advocated for including Local Hire, Projects of National and Regional Significance, New Starts, and workforce development.</p>	<p>8/5/20 – Passed the House on July 1, 2020 and awaiting Senate action. 6/25/20 - Board adopts a Support position</p>

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<p>H.R. 6800</p> <p>Rep. Nita Lowey (D-NY)</p>	<p>“Health and Economic Recovery Omnibus Emergency Solutions Act” HEROES ACT</p> <p><u>Highways</u></p> <ul style="list-style-type: none"> • \$15 billion in highway formula funds (funding is from the Treasury’s General Fund vs. Highway Trust Fund) to mitigate the effects of COVID-19 including staff salaries and other administrative expenses. The funding will be distributed to states in the same way as FY 2020 highway funding was distributed. States may also use their remaining FY 2020 highway funding for administrative and operations expenses. <p><u>Transit</u></p> <ul style="list-style-type: none"> • \$15.75 billion operating assistance grants related to COVID-19 response at 100% federal share. Funding can be used for “reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service”. <ul style="list-style-type: none"> ○ \$11.75 billion will be distributed by formula to “urbanized areas with populations over 3,000,000”: 15 percent distributed under the Section 5307 Urbanized Area Formula and 85 percent under the Section 5337 State Of Good Repair Formula. ○ \$4 billion will be available for “grants to transit agencies that, as a result of coronavirus, require significant additional assistance to maintain basic transit services.” 	<p>7/23/20 – In Senate Committee on Small Business and Entrepreneurship 5/15/2020 – Passed in House of Representatives</p>
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<p>H. R. 748</p> <p>Rep. Joe Courtney (D-CT)</p>	<p>CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY ACT (CARES ACT)</p> <ul style="list-style-type: none"> • Provides \$25 Billion nationwide in emergency funding for transit agencies responding to the Covid-19 crisis. • Provides assistance and protection for workers to respond and care for family during the Covid-19 crisis. • Provides assistance to businesses impacted by Covid-19. <p>This bill responds to the COVID-19 (i.e., coronavirus disease 2019) outbreak and its impact on the economy, public health, state and local governments, individuals, and businesses.</p> <p>The bill provides FY2020 supplemental appropriations for federal agencies to respond to the COVID-19 outbreak. The supplemental appropriations are designated as emergency spending, which is exempt from discretionary spending limits.</p> <p>In addition, the bill funds various loans, grants, and other forms of assistance for businesses, industries, states, local governments, and hospitals; provides tax rebates of up to \$1,200 per individual and an additional \$500 per child, subject to limits based on adjusted gross income; temporarily expands unemployment benefits; and suspends payments and interest on federal student loans.</p> <p>The bill includes several other provisions that modify a wide range of programs and requirements, including those regarding oversight of the activities and funding authorized by this bill; the tax treatment of withdrawals from retirement accounts, business income, losses, and charitable contributions; medical product supplies; health insurance coverage for COVID-19 testing and vaccinations; the health care and aviation workforces;</p>	<p>3/27/2020 – Signed into law by the President</p>
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	<p>mortgage payments, evictions, and foreclosures for properties with federally backed mortgages; student loans and financial aid; aviation excise taxes; Medicare and Medicaid; the Food and Drug Administration drug approval process; the emergency paid sick leave program; banking and accounting rules; and the U.S. Postal Service's borrowing authority.</p>	
<p>H.R. 1865 U.S. Representative Bill Pascrell (D – NJ)</p>	<p>FURTHER CONSOLIDATED APPROPRIATIONS ACT, 2020 Funds the U.S. Department of Transportation programs and projects for the balance of Federal Fiscal Year 2020.</p>	<p>12/20/19 – Signed into law by the President 12/19/19 – passed by the U.S. Senate 12/17/19 – passed by the U.S. House of Representatives</p>
<p>Senate Bill 1790 Senator James Inhofe (R – OK)</p>	<p>NATIONAL DEFENSE AUTHORIZATION ACT Authorizes Department of Defense programs – includes language with respect to prohibitions on the use of federal funds for procuring rolling stock from China.</p>	<p>12/20/19 – Signed into law by the President 12/17/19 – passed by the U.S. Senate 12/11/19 – passed by the U.S. House of Representatives</p>

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

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<p>Senate Bill 2164 Rep. Julia Brownley (D-Ventura County)</p>	<p>THE GREEN BUS ACT OF 2019 The bill would increase funding for the federal zero-emission bus grant programs. The bill would also give preference to agencies that have an approved plan to move their bus fleets to all zero emission buses. Lastly, the bill would require that all federal funding be restricted to only zero-emission buses by 2029.</p>	<p>House - Referred to the Subcommittee on Highways and Transit</p>
<p>H.R. 4101/S. 2404 Representative Karen Bass (CA-37) and U.S. Senator Kirsten Gillibrand</p>	<p>BUILD LOCAL, HIRE LOCAL ACT This bill would allow for geographic based hiring to take place on federally funded projects, among other provisions related to U.S. Employment Plan use, and transparency and accountability provisions related to Buy America. The legislation, if approved in its current form, would require the use of Local Hire on all federally funded infrastructure projects, not just projects funded through U.S. Department of Transportation. The bill includes an increase in the required set-aside for SBE and DBE participation for federally funded contracts. The bill also develops new best value procurement standards that give preference to bids that use the U.S. Employment Plan.</p>	<p>9/26/19: Board adopts a Support position</p>
<p>Senate Bill 2302 U.S. Senator John Barrasso (R-WY)</p>	<p>America's Transportation Infrastructure Act of 2019 This bill reauthorizes, for a period of five years, the highway title and programs included in the surface transportation authorization bill. The ATIA is largely a bill that builds on the FAST Act – while making very few changes to existing formula funding programs. The bill would provide \$287 billion over five years (\$259 billion for formula programs), which represents an increase of 27% over the FAST Act authorized funding levels. The legislation authorizes over \$6 billion in new competitive grants for shovel ready bridge investments. The legislation provides \$5.5 billion for the Nationally Significant Freight and Highway Projects Program. The bill provides over \$4.9 billion over five years to protect roadways and bridges from natural disasters, such as extreme weather events. The legislation also authorizes \$125 million for a national research program and statewide pilot projects to test road usage fees and other alternatives to the existing 18.4 cent federal gas tax.</p>	<p>9/26/19: Board adopts a Work with Author position</p>

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