

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

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 15 Chiu D COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.	1/11/2021-A. H. & C.D. 1/11/2021-Referred to Com. on 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 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 33 Ting D Energy Conservation Assistance Act of 1979: energy storage systems and transportation	6/3/2021-S. E. U., & C. 6/3/2021-Referred to Com. on E., U. & C.	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		Committee On Utilities And Energy (text 3/16/2021) Support California Energy Storage Alliance Elders Climate Action, NorCal and SoCal Chapters

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electrification infrastructure.		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.		Electric Vehicle Charging Association Natural Resources Defense Council (NRDC) Oppose Los Angeles County Solid Waste Management Committee/Integrated Waste Management Task Force
AB 43 Friedman D Traffic safety.	5/19/2021-S. TRANS. 5/19/2021-Referred to Com. on TRANS.	(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 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	Support	Transportation (text 3/22/2021) Support Activesgvy, a Project of Community Partners California City Transportation Initiative Campbell Strategy &

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		<p>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 bill would change certain of these requirements related to the declaration of these lowered speed limits. The bill would similarly</p>		<p>Advocacy, LLC City of Alameda City of Los Angeles City of Thousand Oaks City of Vista Elders Climate Action, NorCal and SoCal Chapters Fresno; City Of Libby Schaaf, Mayor of Oakland National Association of City Transportation Officials Natural Resources Defense Council (NRDC) Oakland; City of Oceanside, City of Palm Springs; City of San Francisco Marin Medical Society San Francisco Municipal Transportation Agency Silicon Valley</p>

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		<p>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.</p>		<p>Leadership Group Southern California Association of Governments Vision Zero Network Walk San Francisco Oppose None</p>

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		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.		
AB 71 Rivas, Luz D Homelessness funding: Bring California Home Act.	6/3/2021- A. INACTIVE FILE 6/3/2021-Ordered to inactive file at the request of Assembly Member Luz Rivas.	(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, 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. This bill contains other related provisions and other existing laws.		Housing And Community Development (text 3/25/2021) Support A Community of Friends (ACOF) AAPIs for Civic Empowerment Education Fund AARP Abode Services Abundant Housing LA ACCE Action Alexandria House All Home American Civil Liberties Union of California American Family

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				Housing American Indian Movement SoCal Ascencia Bay Area Community Services Bay Area Regional Health Inequities Initiative Bend the Arc: Jewish Action, Southern California Bet Tzedek Legal Services Bill Wilson Center Brilliant Corners California Alliance for Retired Americans California Alliance of Child and Family Services California Association of Student Councils California Calls California Coalition for Rural Housing

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				California Coalition for Youth California Council of Community Behavioral Health Agencies California Democratic Party Renters Council California Health + Advocates California Housing Consortium California Housing Partnership Corporation California Partnership to End Domestic Violence California Reinvestment Coalition California Rural Legal Assistance Foundation California Youth Connection Casa de Amparo Center for Community Action and

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				Environmental Justice Central Hollywood Neighborhood Council Cerritos Community College Children Now Chrysalis City of Alameda City of Hayward City of Los Angeles City of Oakland CLARE MATRIX Clifford Beers Housing Coalition on Homelessness, San Francisco Communities United for Restorative Youth Justice Community Action Marin Community Clinic Association of Los Angeles County Community Corporation of Santa

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				Monica Community Economics, Inc. Community Forward SF Community Housing Partnership Community Housing Partnership San Francisco Community Solutions For Children, Families And Individuals Conard House Contra Costa County Corporation for Supportive Housing (sponsor) County of Los Angeles David and Margaret Youth and Family Services Del Rey Neighborhood Council Delivering Innovation in Supportive Housing

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				Destination: Home Dignity Health Dignity Moves Disability Rights California Downtown Women's Center EAH Housing East Bay Asian Local Development Corporation East Bay Housing Organizations (EBHO) Edgewood Center for Children and Families ElderFocus Empowering Pacific Islander Communities Encompass Community Services Ensuring Opportunity Campaign to End Poverty in Contra Costa County Enterprise Community Partners, Inc.

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				Episcopal Community Services of San Francisco (Co-Sponsor) EveryOne Home Family Violence Law Center Father Joe's Villages First Place for Youth First to Serve INC Five Keys Schools and Programs Flacks Seed Consulting Food on Foot Foster Care Counts Fred Finch Youth Center Funders Together to End Homelessness San Diego Glendale Youth Alliance GLIDE Good Seed Community Development Corporation Good Shepherd Center

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				Habitat for Humanity of Greater San Francisco Hathaway-Sycamores Homebase Hope Solutions HOPICS (Co-Sponsor) Housing Authority of the City of Oakland Housing California (sponsor) Housing Consortium of the East Bay Housing Is a Human Right OC Housing Now! CA Imperial Community College District Individuals - 76 Inner City Law Center Interface Children Family Services Interfaith Community Services Interfaith Solidarity Network

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				John Burton Advocates for Youth (Co-sponsor) Justice in Aging Kings/Tulare Homeless Alliance LA Care Health Plan LA Family Housing Larkin Street Youth Services LavaMae? LINC Housing Los Angeles County Board of Supervisors (sponsor) Los Angeles Homeless Services Authority (Co-Sponsor) Los Angeles LGBT Center Los Angeles Regional Reentry Partnership (LARRP) Lyric Me Too Survivors' March International Mental Health America

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				of Los Angeles Merritt Community Capital Corporation MidPen Housing Corporation Mission Neighborhood Health Center Mogavero Architects Move LA Multi-Faith ACTION Coalition Mutual Housing CA Mutual Housing California National Alliance to End Homelessness (Co-Sponsor) National Association of Social Workers, California Chapter (NASW-CA) National Center for Youth Law National Health Foundation National Institute for

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				Criminal Justice Reform National Organization for Women, Hollywood Chapter New Alternatives Non Profit Housing Association of Northern California (Co-Sponsor) Non-Profit Housing Association of Northern California Norco College Northeast Valley Health Corporation Oakland Homeless Advocacy Working Group Oakland; City of Olive Crest Open Heart Kitchen Operation Checks and Balances Operation Dignity Operations Checks &

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				Balances Pasadena City College EOPS and the Foster Youth Programs Path People's Budget Orange County PolicyLink Prevention Institute Progressive Asian Network for Action (PANA) Project: Peacemakers, Incorporated Public Advocates, Inc. Public Counsel Public Law Center Rainbow Services Rally Reedley College Regional Task Force on the Homeless Rio Hondo Community College Sacramento Advisors Sacramento Homeless

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				Organizing Committee Sacramento Housing Alliance Sacramento Regional Coalition to End Homelessness Sacramento State Guardian Scholars Safe Place for Youth San Diego Housing Federation San Francisco Bay Area Planning and Urban Research Association (SPUR) San Francisco Board of Supervisors San Francisco Youth Commission San Gabriel Valley Consortium on Homelessness San Ysidro Health Santa Barbara Women's Political Committee

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				Sierra Nevada Connections Silicon Valley Sponsoring Committee Skid Row Housing Trust Skid Row Now and 2040 South Bay Community Land Trust Southern California Association of Non- Profit Housing SPA 6 Homeless Coalition SSG-HOPICS St. Joseph Center St. Joseph's Family Center St. Mary's Center Starting Over, Inc. Steinberg Institute (co- sponsor) Stopping Pressure on Teens (SPOT) Stronger Women

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				United TechEquity Collaborative Tenderloin Housing Clinic Tenderloin Neighborhood Development Corporation The Center in Hollywood The Echo Chamber The Kelsey The Kennedy Commission The Living Room The People Concern The San Francisco Housing Accelerator Fund The United Way of Greater Los Angeles The Women's Building Time for Change Foundation TLC Child and Family

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				Services TreasureHunt Grants Union Station Homeless Services United Friends of the Children United Way of Greater Los Angeles (Co-Sponsor) Urban Initiatives Voices Youth Centers Weingart Center Association West Sacramento West Valley College West Valley Community Services WestCoast Children's Clinic Western Center on Law and Poverty Women's Empowerment Women's Foundation California Women's Foundation

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				of California Youth Alliance YWCA Oppose Advanced Medical Technology Association Bay Area Council BizFed Central Valley California Association of Winegrape Growers California Attractions and Parks Association California Bankers Association California Beer and Beverage Distributors California Building Industry Association California Business Properties Association California Cable and Telecommunications Association (CCTA) California Cattlemen's Association

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				California Chamber of Commerce California Chamber of Commerce California Grocers Association California Hotel & Lodging Association California Independent Petroleum Association (CIPA) California League of Food Producers California Life Sciences Association California Manufacturers and Technology Association California Manufacturers and Technology Association California Mortgage Bankers Association California New Car

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				Dealers Association California Restaurant Association California Retailers Association California Trucking Association Central Valley Business Federation Contra Costa Taxpayers Association Council on State Taxation East Bay Leadership Council Family Business Association of California Garden Grove Chamber of Commerce Global Business Alliance Greater Irvine Chamber of Commerce Greater Sacramento Economic Council

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				Howard Jarvis Taxpayers Association Individuals - 1 Inland Empire Economic Partnership Kern County Hispanic Chamber of Commerce Kern County Taxpayers Association Los Angeles Area Chamber of Commerce Monterey Bay Economic Partnership National Association of Mutual Insurance Companies North Bay Leadership Council North Orange County Chamber Opportunity Stanislaus Orange County Business Council Orange County Taxpayers Association Oxnard Chamber of

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				Commerce Personal Insurance Federation of California Regional Economic Association Leaders (R.E.A.L.) Coalition San Fernando Valley Chamber of Commerce San Francisco Hotel Council San Gabriel Valley Economic Partnership San Mateo Area Chamber of Commerce Santa Cruz Area Chamber of Commerce Santa Rosa Chamber of Commerce Securities Industry and Financial Markets Association Silicon Valley Leadership Group South Bay Association of Chambers of

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AB 117 Boerner Horvath D	6/24/2021-S. E.Q. 6/24/2021-From committee: Do pass and re-refer to Com.	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		Transportation (text 5/24/2021) Support

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Air Quality Improvement Program: electric bicycles.	on E.Q. (Ayes 14. Noes 0.) (June 24). Re-referred to Com. on E.Q.	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 bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.		Active San Gabriel Valley Asian Pacific Islander Forward Movement Better World Group; the Bicycle Kitchen/la Bici-cocina Bike Bakersfield Bike East Bay Bike Santa Cruz County Education Fund Bike SLO County Bikerowave Co-op, Los Angeles BikeSD Bikeventura Breathe California CA Coalition for Clean Air CalBike California Bicycle Coalition (sponsor) California Electric Transportation Coalition (CalETC)

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				California Interfaith Power and Light Calstart Inc. City and County Association of Governments of San Mateo County City of Alameda City of Los Angeles City/County Association of Governments of San Mateo County Climate Resolve Day One, Inc. East Bay for Everyone East Side Riders Bike Club Elders Climate Action, NorCal and SoCal Chapters Glendale Environmental Coalition Inland Empire Biking Alliance

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Rails-to-Trails Conservancy Sacramento Area Bicycle Advocates Safe Routes Partnership San Diego County Bicycle Coalition San Francisco Bicycle Coalition San Jose Bike Clinic Shasta Living Streets Silicon Valley Bicycle Coalition Sonoma County Bicycle Coalition Streets are For Everyone (SAFE) Streets for All Walk Bike Berkeley Walk Bike Glendale Oppose None
AB 122 Boerner	5/12/2021-S. TRANS.	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		Transportation (text 12/18/2020)

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Horvath D Vehicles: required stops: bicycles.	6/21/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.	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.		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 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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				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 Davis Bike Club Day One, Inc. East Side Riders Bike Club Fresno Cycling Club Inland Empire Biking Alliance Institute for Transportation & Development Policy

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				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 Streets Coalition People for Bikes People for Mobility Justice Planning and Conservation League

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				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 Southern Sierra Cyclists Stockton Bicycle Club Streets for All

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				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 128 Ting D Budget Act of 2021.	6/14/2021- A. ENROLLMENT 6/14/2021-From committee: Do pass. (Ayes 13. Noes 2.) (June 14). Senate Rule 29 suspended. Read third time. Passed. Ordered to the Assembly. (Ayes 30. Noes 8.). In	This bill would make appropriations for the support of state government for the 2021–22 fiscal year.This bill contains other related provisions.		Committee On Budget And Fiscal Review (text 6/10/2021) Support None Oppose None

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	<p>Assembly. Concurrence in Senate amendments pending. May be considered on or after June 16 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling. Enrolled and presented to the Governor at 4:45 p.m.</p>			
<p>AB 129 Committee on Budget Budget Act of 2021.</p>	<p>3/11/2021- S. BUDGET & F.R. 6/24/2021-Joint Rule 62(a), file notice suspended. (Ayes 29. Noes 9.)</p>	<p>This bill would express the intent of the Legislature to enact statutory changes, relating to the Budget Act of 2021.</p>		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
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 request of author.	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 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.		Elections (text 1/12/2021) Support None Oppose None
AB 229 Holden D Private investigators, proprietary	5/27/2021-S. B., P. & E.D. 6/7/2021-From committee chair, with author's amendments:	(1)Existing law, the Private Investigator Act, provides for the licensure and regulation of private investigators by the Director of Consumer Affairs, and makes a violation of its provisions a crime. Existing law requires a licensee or qualified manager of a licensee who carries a deadly weapon in the course of that person's employment or business to complete a training course in the exercise of the power to arrest. This bill, on and after January		Business And Professions (text 3/2/2021) Support None Oppose

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<p>security services, private security services, and alarm companies: training: use of force.</p>	<p>Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on B., P. & E.D.</p>	<p>1, 2023, would instead require the licensee or qualified manager to complete a course of training in the exercise of the power to arrest and appropriate use of force.(2)Existing law, the Proprietary Security Services Act, provides for the licensure and regulation of proprietary private security officers by the director, and makes a violation of its provisions a crime. Existing law requires proprietary private security officers to complete a course of training in security officer skills developed by the Department of Consumer Affairs that includes power-to-arrest training.This bill, on and after January 1, 2023, would instead require the course in security officer skills to include training in the exercise of the power to arrest and the appropriate use of force.(3)(A)Existing law, the Private Security Services Act, provides for the regulation and licensure of private patrol operators and the registration of security guards by the director, and makes a violation of its provisions a crime. The act prohibits a person who is required to be registered as a security guard from carrying or using a firearm or baton unless they possess a valid and current permit, and makes a first violation subject to a \$500 fine and each subsequent violation subject to a \$1,000 fine.This bill would also prohibit a person required to be registered as a security guard from carrying or using a firearm or baton unless the security guard is an employee of a private patrol operator, the state, or a political subdivision of the state. By expanding the scope of a crime, the bill would impose a state-mandated local program. This bill would instead require the report to be delivered to the director within 7 business days and would revise the types of incidents required to be reported, including, among other things, requiring any physical use of force or violence on any person while on duty to be reported. The bill would</p>		<p>None</p>

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		increase the amount of the fine for any violation to \$5,000.This bill contains other related provisions and other existing laws.		
AB 237 Gray D Public employment: unfair practices: health protection.	5/27/2021-S. JUD. 6/22/2021-From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 0.) (June 21). Re-referred to Com. on JUD.	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-Miliias-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 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		Committee On Labor, Public Employment And Retirement (text 3/1/2021) Support American Federation of State, County and Municipal Employees American Federation of State, County and Municipal Employees, Local 3299 California Faculty Association California Labor Federation California Professional Firefighters California School Employees Association United Domestic Workers/ American

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		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.		Federation of State, County, and Municipal Employees United Food and Commercial Workers Union, Western States Council Oppose California Special Districts Association University of California Office of the President (UCOP)
AB 242 Holden D Public utilities.	6/21/2021- S. APPR. 6/22/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 21). Re-referred to Com. on APPR.	(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 on the retail supplier's internet website by October 1 of each year, and in written promotional materials by the end of the first complete billing cycle for the fourth quarter of the year. This bill contains other related provisions and other existing laws.		Energy, Utilities And Communications (text 5/20/2021) Support California Municipal Utilities Association Northern California Power Agency Pacific Gas & Electric Company (PG&E) San Diego Gas and Electric

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Southern California Edison Southern California Public Power Authority (SCPPA) Oppose None
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 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 Department of	6/16/2021-S. N.R. & W. 6/21/2021-From committee chair,	(1)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		Water, Parks And Wildlife (text 3/29/2021) Support

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<p>Conservation: Multibenefit Land Repurposing Incentive Program: Williamson Act: compatible uses: contracts.</p>	<p>with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. & W.</p>	<p>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 seawater 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, in coordination with the Department of Food Agriculture and other relevant state agencies, 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 of Conservation's administration of the program and would require the Department of Conservation to develop guidelines to implement the program and to exercise its expertise and discretion in awarding program funds to eligible applicants, as provided. The bill would specify numerous criteria regarding program eligibility, including compliance with several specified requirements of SGMA. The bill would prescribe certain actions regarding program accountability and oversight, including preparation of an annual</p>		<p>American Farmland Trust Audubon California California Climate and Agriculture Network California Waterfowl Association Ceres Community Alliance of Family Farmers East Kaweah Groundwater Sustainability Agency Environmental Defense Action Fund Leadership Counsel for Justice & Accountability Self-Help Enterprises Sequoia Riverlands Trust Sierra Club Southwest Kings Groundwater Sustainability Agency Sustainable</p>

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		report with specified information evaluating the implementation of local programs and use of program funds.This bill contains other existing laws.		Conservation Tri-county Water Authority GSA Turlock Irrigation District Valley Ag Water Coalition Oppose None
AB 255 Muratsuchi D COVID-19 Emergency Small Business Eviction Relief Act.	6/3/2021- A. INACTIVE FILE 6/3/2021- Reconsideration granted. Ordered to inactive file at the request of Assembly Member Muratsuchi.	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, the COVID-19 Emergency Small Business Eviction Relief Act, would, until July 1, 2025, 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		Judiciary (text 4/19/2021) Support California COVID Justice Coalition City of Santa Monica Public Health Advocates Oppose AIR Bay Area Council Building Owners and Managers Association of California California Asian Pacific Chamber of

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		<p>qualifying time period, as defined, as compared with the 12 months immediately preceding the qualifying time period, 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 act would provide that failure by a landlord to comply with that requirement constitutes an affirmative defense in an unlawful detainer action.</p>		<p>Commerce California Association of Realtors California Bankers Association California Builders Alliance California Building Industry Association California Business Properties Association California Business Roundtable California Chamber of Commerce California Credit Union League California Downtown Association California Land Title Association California Mortgage Bankers Association California Retailers Association Chico Builders</p>

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				Association International Council of Shopping Centers Los Angeles are Chamber of Commerce NAIOP of California Nareit Orange County Business Council Placer County Contractors Association Sacramento Regional Builders Exchange The Institute of Real Estate Management United Chamber Advocacy Network Western Electrical Contractors Association
AB 271 Rivas, Robert D Santa Clara	6/24/2021- A. ENROLLMENT 6/24/2021-Read third time. Passed.	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		Governance And Finance (text 4/5/2021) Support

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Valley Water District: contracts: best value procurement.	Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.	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 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.		Association of California Water Agencies Bay Area Council California Municipal Utilities Association California Special Districts Association City of Gilroy City of Morgan Hill City of San Jose County of Santa Clara Cupertino Chamber of Commerce 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

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				Midpeninsula Regional Open Space District 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 & San Benito Counties Building & Construction Trades Council Santa Clara County Cities Association Santa Clara Valley Open Space Authority Santa Clara Valley Water District State Building and Construction Trades

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				Council of California Sustainable Silicon Valley 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		Business And Professions (text 1/19/2021) Support Alcohol Justice American Automobile Association of Northern California, Nevada & Utah Automobile Club of Southern California Contra Costa County Getting It Right From the Start

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		<p>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 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</p>		<p>Hazelden Betty Ford Foundation Oppose Advanced Vapor Devices Anthony Law Group BizFed Central Valley Blackbird Distribution Bloom Farms Body and Mind Brite Labs California Cannabis Industry Association California Cannabis Manufacturers Association California NORML California State Outdoor Advertising Association Caliva Cannabis Connect Cannabis Distribution Association CannaCraft Cannasafe Labs</p>

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		<p>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>		<p>Central Coast Agriculture CMG/Caliva Cresco Labs Dompem Dosist Double Barrel Eaze Technologies, INC. Eden Flow Kana Fume Gaiaca Waste Revitalization Harborside Headstash Henry G. Wykowski & Associates Honey Humboldt's Finest Infinite Cal Island Jetty Extracts Kanha KGB Reserve Kiva</p>

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				La Vida Verde Law Office of Kimberly R. Simms Legal Cannabis for Consumer Safety (LCCS) Legion of Bloom Level Blends Los Angeles County Business Federation (BizFed) Lowell Herb Co. Mammoth Distribution Meadow MPP Nabis Natura NCIA NorCal Cannabis Company Old Pal PAX Perfect Union Pineapple Express Pure Rove

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				Santa Monica Chamber of Commerce Se7enleaf Select / Curaleaf Sparc Sunderstorm SVCA The Pharmacy SB The London Fund The Werc Shop UCBA Utopia Valley Industry and Commerce Association (VICA) Venice Cookie Co. Weedmaps Yvette McDowell Consulting
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		

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		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 302 Ward D San Diego Metropolitan Transit Development Board: regulation of for-hire vehicle and passenger jitney services.	6/24/2021- A. CONCURRENCE E 6/24/2021-Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Concurrence in Senate amendments pending. May be considered on or after June 26 pursuant to Assembly Rule 77.	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.		Transportation (text 3/15/2021) Support County of San Diego North County Transit District (NCTD) San Diego Metropolitan Transit System San Diego; County Of Oppose None

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AB 310 Lee D Wealth tax.	3/25/2021-A. REV. & TAX 4/6/2021-Re-referred to Com. on REV. & TAX.	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 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.	6/16/2021-S. APPR. 6/16/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 16).	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		Education (text 4/27/2021) Support California County Superintendents Educational Services Association California Faculty Association California Language

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	Re-referred to Com. on APPR.	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 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.		Teachers’ Association California School Boards Association California State University Commission on Teacher Credentialing Oppose None
AB 336 Villapudua D Enhanced infrastructure financing districts: public financing authority: members: joint	6/22/2021- A. ENROLLED 6/22/2021-Enrolled and presented to the Governor at 4:15 p.m.	Current 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. Current 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. Current law requires that the public financing authority include a majority of members from the		Governance And Finance (text 1/27/2021) Support California Central Valley Flood Control Association City of Lathrop San Joaquin Area Flood Control Agency

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powers authorities.		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.		San Joaquin County Stockton Oppose None
AB 339 Lee D Local government: open and public meetings.	6/16/2021-S. GOV. & F. 6/16/2021-Referred to Coms. on GOV. & F. and JUD.	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, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option. The bill would require all open and public 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		Local Government (text 4/15/2021) Support #youtoomovement Abundant Housing LA ACCE Action ACLU California Action ACT for Women and Girls Alianza Coachella Valley Alliance for Children's Rights Alliance of

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		and remotely via a telephonic or an internet-based service option, as provided. This bill contains other related provisions and other existing laws.		Californians for Community Empowerment American Civil Liberties Union of California Arts for Healing and Justice Network Asian Americans Advancing Justice - California Asian Law Alliance Bet Tzedek Legal Services Business for Good San Diego California Association of Nonprofits California Children's Trust California Common Cause California Domestic Worker Coalition California Environmental Justice

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				Alliance California Institute For Rural Studies California League of Conservation Voters California News Publishers Association California Safe Schools California Teachers Association California Work & Family Coalition California YIMBY Californians Aware: The Center for Public Forum Rights Californians for Justice Californians for Pesticide Reform CEJA Action Center on Race, Poverty & the Environment Central California Asthma Collaborative Central California

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				Environmental Justice Network Central Valley Air Quality Coalition Child Care Law Center Citizens for Choice Nevada County Clean Water Action Climate Action Campaign ClimatePlan Coalition for Humane Immigrant Rights (CHIRLA) Congregations Organized for Prophetic Engagement (COPE) Council Member Zach Hilton, City of Gilroy Councilmember Katie Valenzuela, City of Sacramento Courage California Courage Campaign Cultiva La Salud

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				Culver City for More Homes Dignity and Power Now Disability Rights Education and Defense Fund Disability Rights Legal Center Dolores Heurta Foundation Drug Policy Alliance Ella Baker Center for Human Rights Fairmead Community & Friends Faith in the Valley First Amendment Coalition Fresno Barrios Unidos Fresno Building Healthy Communities Fresno Metro Black Chamber of Commerce Friends of CalTrain Generation Up

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				Gente Organizada Greenbelt Alliance Hammond Climate Solutions Hmong Innovating Politics Housing California Housing Is a Human Right - Orange County Housing Leadership Council of San Mateo County Indivisible CA StateStrong Indivisible District 46 Inland Congregations United for Change Inland Equity Partnership Interfaith Movement for Human Integrity Jakara Movement Jewish Family & Community Services East Bay Justice LA

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				La Defensa Leadership Counsel for Justice & Accountability League of Women Voters of California LGBTQ Center Orange County Life Eldercare Los Angeles Sunshine Coalition Mental Health Advocacy Services, Inc. Mi Familia Vota Mid-City Community Advocacy Network NAACP Riverside Nami Greater Los Angeles County National Association of Social Workers, California Chapter (NASW-CA) NextGen California Nolympics LA

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				Nourish California Nuestra Casa Nuestra Casa de East Palo Alto Office of Los Angeles County Supervisor Hilda L. Solis Orange County Emergency Response Coalition Orange County Equality Coalition Orange County LGBT Center People For Housing - Orange County People's Budget Orange County People's Collective for Environmental Justice People's Homeless Task Force Orange County Pesticide Action Network Planning and

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				Conservation League PolicyLink Pomona Economic Opportunity Center Public Advocates, Inc. Pueblo Unido CDC Riverside NAACP Root & Rebound San Bernardino County Board of Education, Area B San Diego Schools San Francisco Senior and Disability Action Seamless Bay Area Senior & Disability Action Silicon Valley Community Foundation South County Homeless Task Force The California Children's Trust Time for Change Foundation TODEC Inland Empire

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				TODEC Legal Center Unite Here HERE Local 11 United Food and Commercial Workers Union, Western States Council Voices for Progress Western Center on Law and Poverty White People 4 Black Lives Women For Orange County YALLA Indivisible YIMBY Action Youth Justice Education Clinic, Center for Juvenile Law and Policy, Loyola Law School Oppose Association of California HealthCare Districts Association of

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				California School Administrators Big Bear Area Regional Wastewater Agency California Acupuncture Board California Association of Public Authorities for In-Home Supportive Services California Downtown Association California In-Home Supportive Services Consumer Alliance California Municipal Utilities Association California School Boards Association California Special Districts Association California State Association of Counties California Travel

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				Association (CALTIA) City of Chino Hills Community College League of California Dental Hygiene Board of California Huntington Beach League of California Cities Los Altos, Town of Orange County Local Agency Formation Commission Orange County Sanitation District Public Risk Innovation, Solutions, and Management Rural County Representatives of California (RCRC) Santa Barbara County Board of Supervisors Solano County Board of Supervisors

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				Urban Counties of California
AB 343 Fong R California Public Records Act Ombudsperson.	6/9/2021-S. JUD. 6/9/2021-Referred to Coms. on JUD. and G.O.	The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people’s business is a fundamental and necessary right of every person in this state. This bill would establish, within the California State Auditor’s Office, the California Public Records Act Ombudsperson. The bill would require the California State Auditor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the ombudsperson to require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would authorize the ombudsperson to require any state agency determined to have improperly denied a request to reimburse the ombudsperson for its costs to investigate the request for review. The bill would require the ombudsperson to report to the Legislature, on or before January 1, 2024, and annually thereafter,		Judiciary (text 1/28/2021) Support California News Publishers Association Greater Bakersfield Chamber of Commerce Howard Jarvis Taxpayers Association Oakland Privacy Oppose None

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		on, among other things, the number of requests for review the ombudsperson has received in the prior year.This bill contains other existing laws.		
AB 349 Holden D Small businesses: contracting: outreach: underrepresented groups.	6/22/2021-S. TRANS. 6/22/2021-From committee: Do pass and re-refer to Com. on TRANS. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 22). Re-referred to Com. on TRANS.	(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 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.		Governmental Organization (text 4/15/2021) Support None Oppose None
AB 361 Rivas, Robert D Open meetings: local agencies: teleconferences.	5/27/2021-S. GOV. & F. 5/27/2021-Referred to Coms. on GOV. & F. and JUD.	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 providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act		Local Government (text 4/6/2021) Support Alameda County Mosquito Abatement

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		<p>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 determines, by majority vote, that meeting in person would present imminent risks to the health or safety of attendees. The bill would require legislative bodies that hold</p>		<p>District Alameda County Water District Alpine Fire Protection District Alpine Springs County Water District Association of California HealthCare Districts Association of California Water Agencies Auburn Area Recreation and Park District Big Bear Area Regional Wastewater Agency Big Lagoon Community Services District Biola Community Services District Calaveras Public Utility District</p>

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		<p>teleconferenced meetings under these abbreviated 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>		<p>California Association of Joint Powers Authorities (CAJPA) California Association of Public Authorities for In-Home Supportive Services California Downtown Association California Municipal Utilities Association California Special Districts Association California State Association of Counties Cameron Estates Community Services District Cameron Park Community Services District City Council Member Zach Hilton, City of Gilroy City of Chino Hills</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Coachella Valley Mosquito and Vector Control District Costa Mesa Sanitary District County Sanitation Districts of Los Angeles County Cucamonga Valley Water District Eastern Municipal Water District Eden Township Healthcare District El Dorado Hills Community Services District Elsinore Valley Municipal Water District Fallbrook Regional Health District Fresno Mosquito and Vector Control District Grizzly Flats Community Services

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				District Honey Lake Valley Resource Conservation District Hornbrook Community Services District Humboldt Community Services District Huntington Beach Jackson Valley Irrigation District Keyes Community Services District Kinneloa Irrigation District League of California Cities Mammoth Community Water District Mesa Water District Metropolitan Water District of Southern California Mountain Counties Water Resources Association

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Mt. View Sanitary District Municipal Water District of Orange County Murphys Fire Protection District Napa County Regional Park and Open Space District North County Fire Protection District North Tahoe Fire Protection District Olivenhain Municipal Water District Orange County Employees Association Orange County Sanitation District Palmdale Water District Palos Verdes Library District Rural County Representatives of

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				California (RCRC) Sacramento Suburban Water District San Diego County Water Authority Santa Clara Valley Water District Saratoga Fire District Stege Sanitary District Tahoe Resource Conservation District Three Valleys Municipal Water District Town of Discovery Bay Community Services District Truckee Fire Protection District Urban Counties of California Valley-wide Recreation and Park District Ventura County Transportation Commission

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Vista Fire Protection District Vista Irrigation District Water Replenishment District of Southern California Western Municipal Water District Oppose American Civil Liberties Union of California Asian Pacific Environmental Network Californians Aware: The Center for Public Forum Rights Center on Race, Poverty & the Environment Central Valley Air Quality Coalition Courage California Faith in the Valley First Amendment

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Coalition Fresno Barrios Unidos Hmong Innovating Politics Inland Congregations United for Change Leadership Counsel for Justice & Accountability Public Advocates, Inc. YALLA Indivisible
AB 371 Jones-Sawyer D Shared mobility devices: insurance and tracking.	5/27/2021-S. JUD. 6/18/2021-In committee: Hearing postponed by committee.	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 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.		Judiciary (text 2/1/2021) Support Association of Regional Center Agencies California Council of the Blind Consumer Attorneys of California Disability Rights California Guide Dogs for the Blind

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				LightHouse for the Blind and Visually Impaired Oppose Bird Lime Spin
AB 378 Bauer-Kahan D Public officials.	6/24/2021- A. ENROLLMENT 6/24/2021-Senate amendments concurred in. To Engrossing and Enrolling.	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 5/24/2021) Support American Civil Liberties Union Fair Political Practices Commission Lieutenant Governor Eleni Kounalakis State Controller Betty Yee Oppose None
AB 464 Mullin D Enhanced Infrastructure	6/22/2021- A. ENROLLED 6/22/2021-Enrolled and presented to the	Current 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		Governance And Finance (text 3/25/2021) Support

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Financing Districts: allowable facilities and projects.	Governor at 4:15 p.m.	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.		Alameda County Democratic Party Better Way CA Build Affordable Faster CA Non-Profit Housing Association of Northern California San Francisco Bay Area Planning and Urban Research Association Wellstone Democratic Renewal Club Oppose None
AB 481 Chiu D Law enforcement agencies: military equipment: funding,	6/9/2021-S. PUB. S. 6/9/2021-Referred to Coms. on PUB. S. and GOV. & F.	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 posting		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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acquisition, and use.		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 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

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				Communities United for Restorative Youth Justice 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

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				for Youth Legal Services for Prisoners with Children (LSPC) March For Our Lives 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

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				Resource Action Center Stop Coalition Team Justice Think Dignity TransLatin@ Coalition W. Haywood Burns Institute We The People - San Diego 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

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				Los Angeles County Sheriff Peace Officers Research Association of California
AB 512 Holden D Surplus unimproved property: State Highway Route 710.	6/9/2021-S. TRANS. 6/22/2021-In committee: Set, first hearing. Hearing canceled at the request of author.	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. The bill would specify that it is the intent of the Legislature to promote the use of skilled and trained labor for these types of potential affordable housing projects. This bill contains other related provisions and other existing laws.		Housing And Community Development (text 3/30/2021) Support None Oppose None
AB 561 Ting D Help Homeowners Add New Housing Program: accessory	6/9/2021-S. HOUSING 6/9/2021-Referred to Com. on HOUSING.	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		Housing And Community Development (text 4/6/2021) Support ADU Task Force East Bay All Home American Planning Association, California

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dwelling unit financing.		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.		Chapter Bay Area Council California Apartment Association California YIMBY Casita Coalition CBIA Chan Zuckerberg Initiative City of Oakland Council of Infill Builders Fieldstead and Company Habitat for Humanity California Hello Housing Housing Action Coalition LISC San Diego Livable California MidPen Housing Corporation Palo Alto Forward Pierre Charles General Construction

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				Plus Home Housing Solutions Share Sonoma County Southern California Rental Housing Association SPUR SV@Home Action Fund Tent Makers Turner Center for Housing Innovation at the University of California, Berkeley The Two Hundred TMG Partners Oppose None
AB 565 Lackey R Interagency Advisory Committee on Apprenticeship:	6/22/2021-S. APPR. 6/22/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation:	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		Committee On Labor, Public Employment And Retirement (text 6/15/2021) Support

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homeless youth and foster youth.	To Consent Calendar. (Ayes 5. Noes 0.) (June 21). Re-referred to Com. on APPR.	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.		California Alliance of Child and Family Services Hathaway-Sycamores John Burton Advocates for Youth National Association of Social Workers, California Chapter (NASW-CA) Plumbing-Heating-Cooling Contractors of California The Roberts Enterprise Development Fund Oppose None
AB 570 Santiago D Dependent parent health care coverage.	6/23/2021-S. APPR. 6/23/2021-VOTE: Do pass as amended, but first amend, and re-refer to the Committee	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 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 the purpose		Health (text 6/16/2021) Support California Access Coalition California Insurance Commissioner Ricardo Lara

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	on [Appropriations] (PASS)	of an individual contract or policy to mean the spouse, registered domestic partner, or child of an individual. This bill would require an 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 dependent coverage available to a qualified dependent parent or stepparent. The bill would expand the definition of “dependent” for an individual 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. This bill contains other related provisions and other existing laws.		California Pan-Ethnic Health Network Coalition for Humane Immigrant Rights Estrategia, LLC Health Access California Justice in Aging Planned Parenthood Affiliates of California Western Center on Law and Poverty Oppose Association of California Life and Health Insurance Companies California Association of Health Plans South Bay Association of Chambers of Commerce
AB 571 Mayes I	6/17/2021-S. GOV. & F. 6/17/2021-From	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		Housing (text 5/3/2021) Support

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Planning and zoning: density bonuses: affordable housing.	committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 8. Noes 0.) (June 17). Re-referred to Com. on GOV. & F.	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 and in-lieu fees, from being imposed on a housing development's affordable units. This bill contains other related provisions and other existing laws.		American Planning Association, California Chapter California Apartment Association California Association of Realtors California Building Industry Association Circulate San Diego Livable California Oppose Community Catalysts Preserving Local Control
AB 585 Rivas, Luz D Climate change: Extreme Heat and Community Resilience Program.	6/16/2021-S. N.R. & W. 6/16/2021-Referred to Coms. on N.R. & W. and E.Q.	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. Existing law establishes the Integrated Climate Adaptation and Resiliency Program, to be administered by the Office of Planning and Research, to coordinate regional and local		Natural Resources And Water (text 5/24/2021) Support Oppose

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		<p>efforts with state climate adaptation strategies to adapt to the impacts of climate change in order to facilitate the development of holistic, complimentary strategies for adapting to climate change impacts. This bill would establish the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program. Under the Extreme Heat and Community Resilience Program, the bill would require the Office of Planning and Research, as provided, 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 projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the Office of Planning and Research, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the Extreme Heat and Community Resilience Program.</p>		
<p>AB 602 Grayson D Development fees: impact fee nexus study.</p>	<p>6/9/2021-S. GOV. & F. 6/17/2021-In committee: Hearing postponed by committee.</p>	<p>(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</p>		<p>Housing And Community Development (text 4/19/2021) Support Bay Area Council California Association of Realtors California Building</p>

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		<p>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, 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 information on its internet website, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>Industry Association California YIMBY Casita Coalition Council of Infill Builders Desert Valley Builders Association East Bay Leadership Council Greenbelt Alliance Habitat for Humanity California Hello Housing Housing Action Coalition LISC San Diego San Francisco Bay Area Planning and Urban Research Association SV@Home Terner Center for Housing Innovation at the University of California, Berkeley</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				The Two Hundred TMG Partners Oppose City of Fountain Valley
AB 603 McCarty D Law enforcement settlements and judgments: reporting.	6/22/2021-S. APPR. 6/22/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 22). Re-referred to Com. on APPR.	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 All Home American Civil Liberties Union of California California Attorneys for Criminal Justice California Department of Insurance California Faculty Association California Immigrant Policy Center California Public Defenders Association Consumer Attorneys of California

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Initiate Justice Oakland Privacy Oppose None
AB 604 Daly D Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.	6/16/2021-S. TRANS. 6/16/2021-Referred to Com. on TRANS.	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 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.		Transportation (text 2/11/2021) Support American Automobile Association of Northern California, Nevada & Utah Associated General Contractors-California Chapter Automobile Club of Southern California California Asphalt Pavement Association California Construction and Industrial Materials Association Northern California Carpenters Regional Council

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Transportation California Oppose None
AB 654 Reyes D COVID-19: exposure: notification.	5/25/2021- A. RECONSIDER ATION 6/1/2021-Read third time. Urgency clause refused adoption. (Ayes 48. Noes 22.) Motion to reconsider made by Assembly Member Reyes.	Existing law, the California Occupational Safety and Health Act of 1973, authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Existing law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power or water. Existing law requires that these provisions not prevent the entry or use, with the division’s knowledge and permission, for the sole purpose of eliminating the dangerous conditions. This bill would add the delivery of renewable natural gas to the list of utilities that the division’s prohibitions are not allowed to materially interrupt. The bill would also delete the provision regarding entry or use for the sole purpose of eliminating the dangerous condition. This bill contains other related provisions and other existing laws.		Labor And Employment (text 2/1 2/2021) Support California Conference Board of the Amalgamated Transit Union California Conference of Machinists California Labor Federation California Rural Legal Assistance Foundation California School Employees Association California Teachers Association California Teamsters Public Affairs Council Ceres Community

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				Project Engineers and Scientists of California Local 20, IFPTE ILWU, Local 26 Pesticide Action Network North America Professional & Technical Engineers, Local 21, IFPTE Restaurant Opportunities Centers of California UNITE HERE! United Food and Commercial Workers Union, Western States Council Utility Workers Union of America, Local 132 Utility Workers Union of America, Local 483 Utility Workers Union of America, Local 522 Warehouse Worker

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				Resource Center Worksafe Oppose Acclamation Insurance Management Services Advanced Medical Technology Association Agricultural Council of California Allied Managed Care (AMC) American Council of Engineering Companies of California Brea Chamber of Commerce California Apartment Association California Association of Health Facilities California Association of Joint Powers Authorities (CAJPA) California Building

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				Industry Association California Business Roundtable California Chamber of Commerce California Farm Bureau Federation California Food Producers California Fuels And Convenience Alliance California Restaurant Association California Retailers Association California State Association of Counties California Travel Association Carlsbad Chamber of Commerce Coalition of Small and Disabled Veteran Businesses Family Business

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				Association of California Flasher/ Barricade Association Housing Contractors of California League of California Cities National Federation of Independent Business Oceanside Chamber of Commerce Official Police Garage Association of Los Angeles Oxnard Chamber of Commerce Pleasanton Chamber of Commerce Public Risk Innovation, Solutions, and Management San Gabriel Valley Economic Partnership Santa Barbara South Coast Chamber of

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				Commerce Southwest California Legislative Council Specialty Equipment Market Association Torrance Chamber of Commerce Western Growers Association
AB 680 Burke D Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.	6/16/2021-S. L., P.E. & R. 6/16/2021-Referred to Coms. on L., P.E. & R. and E.Q.	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 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 Jobs Plan Act of 2021, 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, on and after the adoption of the update to the funding guidelines, to give preference to applicants that		Natural Resources (text 2/12/2021) Support Elders Climate Action, NorCal and SoCal Chapters Oppose Western Electrical Contractors Association

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		demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities and to applicants that demonstrate the creation of high-quality jobs by the proposed project.		
AB 712 Calderon D Local Agency Public Construction Act: change orders: County of Los Angeles.	6/24/2021-A. CONCURRENCE 6/24/2021-Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Concurrence in Senate amendments pending. May be considered on or after June 26 pursuant to Assembly Rule 77.	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 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.		Governance And Finance (text 6/10/2021) Support American Subcontractors Association California, Inc. Associated General Contractors – California Chapters Construction Employers Association County of Los Angeles Oppose None
AB 713 Garcia, Cristina D State Air	6/9/2021-S. E.Q. 6/9/2021-Referred to Com. on E.Q.	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		Natural Resources (text 4/12/2021) Support

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Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.		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 and health benefits that may accrue from the outcomes in the scoping plan, as specified.		1000 Grandmothers for Future Generations 350 Silicon Valley Active San Gabriel Valley Alliance of Nurses for Healthy Environments American Lung 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

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				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 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

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				Oppose None
AB 721 Bloom D Covenants and restrictions: affordable housing.	6/16/2021-S. HOUSING 6/23/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.	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 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.		Judiciary (text 4/20/2021) Support Abundant Housing LA American Planning Association, California Chapter California Apartment Association California Coalition for Rural Housing California Housing Consortium California Housing Partnership Corporation California Reinvestment Coalition California Rural Legal Assistance Foundation Clergy and Laity United for Economic Justice

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				Committee for Racial Justice Community Corporation of Santa Monica Corporation for Supportive Housing Enterprise Community Partners, Inc. Inner City Law Center LA Voice Lisc Los Angeles National Association of Social Workers, California Chapter (NASW-CA) National Equity Fund Non-Profit Housing Association of Northern California Public Advocates, Inc. Public Counsel San Diego Housing Federation Santa Monica Bay Area Human Relations

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				Council Santa Monica Forward Santa Monicans for Renters' Rights Southern California Association of Non-Profit Housing The Public Interest Law Project Western Center on Law and Poverty Westside Coalition Oppose California Land Title Association Catalysts Los Altos Residents Mission Street Neighbors Sustainable TamAlmonte
AB 726 Garcia, Eduardo D	6/21/2021-S. THIRD READING 6/21/2021-Read	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		Governance And Finance (text 2/16/2021) Support

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Capital investment incentive program: qualified manufacturing facility: ad valorem property tax revenue allocation payments.	second time and amended. Ordered to third reading.	manufacturing facility for up to 15 years, upon request by a proponent in writing. Existing law defines “qualified 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. This bill contains other related provisions and other existing laws.		Energy Source Imperial Valley Economic Development Corporation 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		

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		in receiving information in response to that request, to comply with existing privacy protections. This bill contains other related provisions.		
AB 773 Nazarian D Street closures and designations.	5/27/2021-S. TRANS. 6/1/2021-In committee: Hearing postponed by committee.	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 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.		Local Government (text 2/16/2021) Support 67 individuals Active San Gabriel Valley Destination: Pico Mayor Eric Garcetti, City of Los Angeles Streets for All Oppose 1 Individual
AB 784 Quirk D Alameda-Contra Costa Transit District.	6/15/2021-S. GOV. & F. 6/16/2021-Read second time and amended. Re-referred to Com. on GOV. & F.	(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.		Transportation (text 3/15/2021) Support Alameda-Contra Costa Transit District Oppose None

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AB 787 Gabriel D Planning and zoning: housing element: converted affordable housing units.	6/9/2021-S. HOUSING 6/9/2021-Referred to Com. on HOUSING.	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 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.		Local Government (text 4/20/2021) Support All Home California Cities for Local Control California Community Housing Agency California Housing Consortium New Livable California Db a Livable California Novin Development Corp. San Francisco Bay Area Planning and Urban Research Association Silicon Valley Leadership Group YIMBY Action Zillow Group Oppose None

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AB 794 Carrillo D Air pollution: purchase of new vehicles: incentive programs: eligibility: labor and workforce standards.	6/17/2021-S. E.Q. 6/17/2021-Action rescinded whereby the bill was referred to Com. on TRANS.	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 fleet purchaser would be required to meet in order to be eligible to receive incentives for new vehicles under the incentive programs. The bill would state the intent of the Legislature to establish labor and workforce standards for clean vehicle incentive programs for manufacturers of motor vehicles to provide incentives for domestic job creation while rewarding high-quality jobs and extending economic opportunities to disadvantaged communities. This bill contains other related provisions.		Transportation (text 3/25/2021) Support BlueGreen Alliance California Faculty Association California League of Conservation Voters California Partnership for Working Families California Teamsters Public Affairs Council CARECEN Center for Community Action and Environmental Justice Center on Policy Initiatives Central Coast Alliance United for a Sustainable Economy Clergy and Laity United for Economic Justice Communities for a Better Environment

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				East Area Progressive Democrats East Bay Alliance for a Sustainable Economy Garment Worker Center Jobs to Move America Khmer Girls in Action Latinos In Action LAX Area Democratic Club Long Beach Gray Panthers Long Beach Residents Empowered Long Beach Young Democrats Los Angeles Alliance for New Economy (LAANE) Natural Resources Defense Council (NRDC) Northeast Democratic Club Orange County

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				Communities Organized for Responsible Development People's Collective for Environmental Justice PolicyLink Progressive Democratic Club Rising Sun Center For Opportunity Sierra Club California Stonewall Democratic Club Strategic Actions for a Just Economy Teamsters Port Division UAW Region 8 Wage Justice Center Warehouse Worker Resource Center Working Partnerships USA Oppose

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				California Trucking Association Tesla Motors
AB 811 Rivas, Luz D Los Angeles County Metropolitan Transportation Authority: contracting.	6/16/2021-S. TRANS. 6/16/2021-Referred to Com. on TRANS.	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 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.	Sponsor	Transportation (text 4/6/2021) Support Los Angeles County Metropolitan Transportation Authority Oppose None
AB 816 Chiu D State and local agencies:	6/9/2021-S. HOUSING 6/23/2021-From committee chair, with author's	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		Housing And Community Development (text 2/16/2021) Support

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homelessness plan: Housing Trust Fund: housing projects.	amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.	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 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		Autism Deserves Equal Coverage Foundation Bay Area Rapid Transit Brilliant Corners California Apartment Association California Association of Marriage and Family Therapists California Downtown Association City of San Diego Clifford Beers Housing Corporation for Supportive Housing Episcopal Community Services of San Francisco Housing California Jewish Family and Children's Services of San Francisco, the Peninsula, Marin and Sonoma Counties Los Angeles Business Council, Planning and

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		<p>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.</p>		<p>Conservation League Public Health Advocates Sacramento Mayor Darrell Steinberg, Co- chair of Governor’s Council of Regional Homeless Advisors Steinberg Institute The California Association of Local Behavioral Health Boards and Commissions Oppose California State Association of Counties Rural County Representatives of California (RCRC) Urban Counties of California</p>

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AB 819 Levine D California Environmental Quality Act: notices and documents: electronic filing and posting.	6/24/2021- A. CONCURRENCE E 6/24/2021-Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Concurrence in Senate amendments pending. May be considered on or after June 26 pursuant to Assembly Rule 77.	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.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.		Environmental Quality (text 5/28/2021) Support American Planning Association, California Chapter Association of California Water Agencies California Apartment Association California Chamber of Commerce Oppose None
AB 843 Aguilar-Curry D California Renewables Portfolio Standard Program: renewable feed-	6/16/2021-S. E. U., & C. 6/16/2021-Referred to Com. on E., U. & C.	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		Committee On Utilities And Energy (text 2/17/2021) Support Aries Clean Energy, LLC Bioenergy Association of California

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in tariff: Bioenergy Market Adjusting Tariff program: community choice aggregators.		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 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.		Brad Thompson Company California Biomass Energy Alliance California Community Choice Association California Compost Coalition Californians Against Waste County of Santa Barbara East Bay Community Energy Fall River Resource Conservation District Hitachi Zosen Inova Marin Clean Energy Marin Sanitary Service Napa Recycling & Waste Services Peninsula Clean Energy Pioneer Community Energy Pit Resource

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				Conservation District Placer County Air Pollution Control District Resource Recovery Coalition of California Rural County Representatives of California (RCRC) TSS Consultants USA Renewable Energy Valley Clean Energy Alliance Wisewood Energy Oppose Coalition of California Utility Employees Elders Climate Action, NorCal and SoCal Chapters Leadership Counsel for Justice & Accountability

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AB 845 Rodriguez D Disability retirement: COVID-19: presumption.	6/22/2021- S. THIRD READING 6/22/2021-Read second time. Ordered to third reading.	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 outbreak of the disease at their places of employment, as defined. This bill contains other existing laws.		Committee On Labor, Public Employment And Retirement (text 3/30/2021) Support California Professional Firefighters California Teachers Association Los Angeles County Sheriff Professional Engineers in California Government Service Employees International Union, California Oppose None
AB 846 Low D Local Agency Public	6/16/2021- S. APPR. 6/16/2021-From committee: Do pass and re-refer to Com.	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		Education (text 2/17/2021) Support

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Construction Act: job order contracting.	on APPR. (Ayes 5. Noes 2.) (June 16). Re-referred to Com. on APPR.	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.		State Building and Construction Trades Council of California Oppose Associated General Contractors – The California Chapters International Institute of Building Enclosure Consultants Western Electrical Contractors Association
AB 897 Mullin D Office of Planning and Research: regional climate networks: climate adaptation action plans.	6/17/2021-S. E.Q. 6/17/2021-Action rescinded whereby the bill was referred to the Com. on GOV. & F.	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		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

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		network to engage in activities to address climate change, as specified. This bill contains other related provisions.		Defenders of Wildlife Elders Climate Action, NorCal and SoCal Chapters Hammond Climate Solutions Local Government Commission Midpeninsula Regional Open Space District 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

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AB 917 Bloom D Vehicles: video imaging of parking violations.	6/16/2021-S. TRANS. 6/18/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.	Current 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. Current law requires a designated employee, who is qualified by San Francisco, or a contracted law 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. Current laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Current 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.	Co-Sponsor	Privacy And Consumer Protection (text 4/12/2021) Support Alameda Chamber of Commerce Alameda-Contra Costa Transit District Bay Area Rapid Transit California Public Parking Association California Transit Association Central City Association of Los Angeles City of Santa Monica City of Santa Monica Big Blue Bus Climate Resolve Disability Rights Education and Defense Fund East Bay Transit Riders Union

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				Long Beach Transit Los Angeles County Metropolitan Transportation Authority Mayor Eric Garcetti Metropolitan Transportation Commission Oakland Chamber of Commerce San Diego Metropolitan Transit System Santa Monica Forward Southern California Transit Advocates Streets for All Oppose None
AB 934 Cooley D Public buildings:	6/16/2021-S. G.O. 6/16/2021-Re- referred to Com. on G.O.	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		Accountability And Administrative Review (text 2/17/2021) Support

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shelter in place: guidelines.		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.		None Oppose None
AB 950 Ward D Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.	6/16/2021- S. TRANS. 6/16/2021-Referred to Coms. on TRANS. and E.Q.	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 specified. The bill would exempt these sales from the California Environmental Quality Act.		Housing And Community Development (text 4/19/2021) Support American Planning Association, California Chapter California Apartment Association California Housing Partnership Corporation California State Association of Counties Rural County Representatives of California (RCRC) Urban Counties of California

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				Oppose None
AB 977 Gabriel D Homelessness program data reporting: Homeless Management Information System.	6/22/2021-S. HOUSING 6/23/2021-From committee: Amend, and do pass as amended and re-refer to Com. on HOUSING with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 22).	(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 January 1, 2023, 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 format and disclosure frequency of the required data elements. The bill would apply the data entry requirements to all new state homelessness programs		Human Services (text 6/15/2021) Support AIDS Healthcare Foundation California Apartment Association California Catholic Conference California Taxpayers Association Oppose None

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		that commence on or after July 1, 2021. The bill would require the Homeless Coordinating and Financing Council to provide technical assistance to any grantee or entity that operates a program subject to the bill, if the grantee or entity does not already collect and enter into the local Homeless Management Information System the data elements required. The bill would require the Homeless Coordinating and Financing Council to provide the aggregate data summaries collected under these provisions to specified state agencies or departments within 45 days of receipt, as specified. This bill contains other related provisions and other existing laws.		
AB 984 Rivas, Luz D Vehicle identification and registration: alternative devices.	6/24/2021-S. JUD. 6/24/2021-From committee: Amend, and do pass as amended and re-refer to Com. on JUD. (Ayes 13. Noes 0.) (June 24).	Existing law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Existing law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. This bill would authorize the use of alternative devices intended to serve in lieu of license plates authorized by the department pursuant to the pilot program, as specified. The bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol. The bill would prohibit the failure or malfunction of an alternative device from being the basis of a government action relating to the user, including stopping or detaining the user. The bill would require an entity seeking approval to issue alternative devices to submit a business plan to the Department of		Transportation (text 4/27/2021) Support Reviver Auto Silicon Valley Leadership Group Oppose ACLU California Action Anti Police-Terror Project Consumer Federation of America Consumer Federation of California Electronic Frontier

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		Motor Vehicles, as specified. The bill would authorize the department to adopt regulations to carry out the program, including establishing reasonable fees to reimburse the department for the costs of implementing the program.		Foundation Justice Teams Network Oakland Privacy Privacy Rights Clearinghouse Secure Justice
AB 992 Cooley D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	6/24/2021-S. E.Q. 6/24/2021-From committee: Do pass and re-refer to Com. on E.Q. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 24). Re-referred to Com. on E.Q.	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.		Transportation (text 3/25/2021) Support Breathe California Fluid Truck Oppose None
AB 1017 Quirk-Silva D Public restrooms: Right to Restrooms Act of 2021.	6/16/2021-S. GOV. & F. 6/16/2021-Referred to Coms. on GOV. & F. and G.O.	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 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 each state agency and local government, as defined, to complete an inventory of public restrooms		Local Government (text 2/18/2021) Support Action Research on Community Health Equity and Stigma Lab Coalition on

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		owned and maintained by the state agency or local government, as provided, that are available to the general population, as specified. The bill would require local governments and state agencies to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require local governments and state agencies to make their inventories available to agencies and service providers that work directly with homeless populations, as specified, and to make restroom location data available on their internet websites, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.		Homelessness, San Francisco Corporation for Supportive Housing Kingdom Causes INC. Db a City Net National Association of Social Workers, California Chapter (NASW-CA) Women's Empowerment Oppose None
AB 1029 Mullin D Housing elements: prohousing local policies.	6/16/2021- S. HOUSING 6/16/2021-Referred to Com. on HOUSING.	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 AIDS Healthcare Foundation City of Belmont City of Carlsbad City of Foster City Oppose None

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AB 1033 Bauer-Kahan D California Family Rights Act: parent-in-law: small employer family leave mediation: pilot program.	6/9/2021-S. JUD. 6/9/2021-Referred to Coms. on JUD. and L., P.E. & R.	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 California Building Industry Association California Chamber of Commerce California Manufacturers and Technology Association California Restaurant Association California Special Districts Association California State Council of the Society for Human Resource Management Carlsbad Chamber of Commerce Coalition of Small and Disabled Veteran Businesses Flasher/ Barricade Association

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				Garden Grove Chamber of Commerce Greater Conejo Valley Chamber of Commerce Greater High Desert Chamber of Commerce Hollywood Chamber of Commerce Lodi Chamber of Commerce Long Beach Area Chamber of Commerce Murrieta Wildomar Chamber of Commerce North Orange County Chamber of Commerce Oceanside Chamber of Commerce Official Police Garage Association of Los Angeles Pleasanton Chamber of Commerce Plumbing-Heating- Cooling Contractors of California

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				Rancho Cordova Chamber of Commerce Redondo Beach Chamber of Commerce and Visitors Bureau Roseville Area Chamber of Commerce San Gabriel Valley Economic Partnership Santa Maria Valley Chamber of Commerce South Bay Association of Chambers of Commerce Southwest California Legislative Council Torrance Chamber of Commerce Tulare Chamber of Commerce Western Electrical Contractors Association Oppose None

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AB 1035 Salas D Department of Transportation and local agencies: streets and highways: recycled materials.	6/24/2021-S. APPR. 6/24/2021-From committee: Amend, and do pass as amended and refer to Com. on APPR. (Ayes 15. Noes 0.) (June 24).	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		Transportation (text 4/5/2021) Support A & a Ready Mixed Concrete, INC. California Construction and Industrial Materials Association CEMEX Inc. Granite Construction, Inc. Graniterock Haulhub Technologies Holliday Rock Company INC. Master Builders Solutions Master Builders Solutions - No. California P.w. Gillibrand Co. INC. Syar Industries, Inc. Zanker Recycling Oppose

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		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 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.		California State Association of Counties League of California Cities
AB 1037 Grayson D Infrastructure construction: digital construction management technologies.	6/9/2021-S. G.O. 6/9/2021-Referred to Com. on G.O.	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 the Department of General Services to develop guidance, policies, and procedures for the integration and development of digital construction technologies for use on a civil infrastructure project, as defined, that is developed by specified state entities and has a state project cost of greater than \$50,000,000. The bill would require the guidance, policies, and procedures to be published in the State Administrative Manual and the State Contracting Manual, as appropriate, by January 1, 2023. The bill would require the guidance, policies, and procedures to include, among other things, the method for a state department to implement a requirement that a bid or proposal for a civil infrastructure project contract include a digital construction management plan, as specified.		Jobs, Economic Development, And The Economy (text 4/20/2021) Support Business Software Association California Manufacturers and Technology Association Trimble Oppose None

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1041 Wicks D Employment: leave.	6/22/2021- S. APPR. 6/22/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 21). Re-referred to Com. on APPR.	(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 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.		Committee On Labor, Public Employment And Retirement (text 4/22/ 2021) Support AARP Access Reproductive Justice ACLU California Action Alliance of Californians for Community Empowerment (ACCE) Action American Civil Liberties Union/Northern/Southe rn California/San Diego and Imperial Counties American Federation of State, County and Municipal Employees API Equality-Los

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Angeles Association of California Caregiver Resource Centers Breastfeed LA California Alliance for Retired Americans California Employment Lawyers Association California Faculty Association California Labor Federation California Nurse Midwives Association California Pan - Ethnic Health Network California Partnership to End Domestic Violence California Teamsters Public Affairs Council California Women's Law Center California Work and Family Coalition

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				Child Care Law Center Consumer Attorneys of California Drug Policy Alliance Ella Baker Center for Human Rights Empowering Pacific Islander Communities Equal Rights Advocates Equality California (EQCA) Family Caregiver Alliance (FCA) Family Caregiver Alliance, Bay Area Caregiver Resource Center First 5 California Friends Committee on Legislation of California Human Impact Partners If/When/How: Lawyering for Reproductive Justice

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Jewish Center for Justice La Best Babies Network Legal Aid at Work Los Angeles Alliance for New Economy (LAANE) NARAL Pro-Choice California National Association of Social Workers, California Chapter (NASW-CA) National Council of Jewish Women California National Council of Jewish Women Los Angeles National Women's Political Caucus of California Orange County Equality Coalition Organization of SMUD

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				Employees (OSE) Our Family Coalition Prevention Institute Public Counsel Queer Democrats of Sacramento Religious Coalition for Reproductive Choice California Restaurant Opportunities Centers of California Voices for Progress Education Fund Women For Orange County Women’s Foundation of California Work Equity Action Fund Working Partnerships USA Oppose Associated General Contractors Beverly Hills Chamber

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				of Commerce Brea Chamber of Commerce California Association of Joint Powers Authorities (CAJPA) California Beer and Beverage Distributors California Building Industry Association California Chamber of Commerce California Farm Bureau Federation California Food Producers California Hospital Association California Landscape Contractors Association California Railroads California Restaurant Association California Retailers Association

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				California Special Districts Association California State Association of Counties California State Council of The Society for Human Resource Management (CALSHRM) Carlsbad Chamber of Commerce El Dorado Hill Chamber of Commerce Family Business Association of California Family Winemakers of California Folsom Chamber of Commerce Garden Grove Chamber of Commerce Greater Bakersfield Chamber of Commerce Greater Coachella

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				Valley Chamber of Commerce Greater High Desert Chamber of Commerce Greater Riverside Chambers of Commerce Housing Contractors of California Long Beach Area Chamber of Commerce Murrieta/Wildomar Chamber of Commerce National Federation of Independent Business North Orange County Chamber North San Diego Business Chamber Oceanside Chamber of Commerce Official Police Garage Association of Los Angeles Orange County Business Council

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				Oxnard Chamber of Commerce Pleasanton Chamber of Commerce Plumbing-Heating-Cooling Contractors of California Public Risk Innovation, Solutions and Management Rancho Cordova Area Chamber of Commerce Redondo Beach Chamber of Commerce and Visitors Bureau San Gabriel Valley Economic Partnership Santa Maria Valley Chamber of Commerce Santa Rosa Metro Chamber of Commerce Simi Valley Chamber of Commerce South Bay Association of Chambers of Commerce

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				Southwest California Legislative Council Torrance Chamber of Commerce Tulare Chamber of Commerce Western Carwash Association Wilmington Chamber of Commerce
AB 1042 Jones-Sawyer D Skilled nursing facilities: unpaid penalties: related parties.	6/3/2021-S. HEALTH 6/15/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HEALTH.	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. 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 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		Health (text 3/25/2021) Support AARP California Advocates for Nursing Home Reform SEIU California The Geriatric Circle Oppose None

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		related parties of the potential action if the violation is not remedied and penalties are assessed. This bill contains other related provisions and other existing laws.		
AB 1043 Bryan D Housing programs: rental housing developments: affordable rent.	6/16/2021-S. HOUSING 6/16/2021-Referred to Com. on HOUSING.	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 an “acutely 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 California Housing Partnership Corporation California Rural Legal Assistance Foundation County of Los Angeles Board of Supervisors Western Center on Law and Poverty Oppose None
AB 1048 Cooper D Alameda Health System Hospital	6/16/2021-S. L., P.E. & R. 6/16/2021-Referred to Com. on L., P.E. & R.	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		Committee On Public Employment And Retirement (text 4/20/2021) Support

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Authority: labor negotiations.		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 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		Service Employees International Union, California State Council Oppose None

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		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 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 1071 Rodriguez D	6/16/2021-S. G.O. 6/16/2021-Referred to Com. on G.O.	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		Emergency Management (text 3/25/2021)

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Office of Emergency Services: tabletop exercises.		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.		Support Association of Regional Center Agencies Oppose None
AB 1110 Rivas, Robert D Zero-emission vehicles: Office of the California Clean Fleet Accelerator: Climate Catalyst Revolving Loan Fund Program.	6/9/2021-S. B., P. & E.D. 6/9/2021-Referred to Coms. on B., P. & E.D. and G.O.	(1)Existing law, the Economic Revitalization Act, establishes the Governor's Office of Business and Economic Development (GO-Biz) within the Governor's office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz 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 Office of the California Clean Fleet Accelerator, administered by 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		Jobs, Economic Development, And The Economy (text 4/20/2021) Support 350 Silicon Valley American Lung Association of California Amplify Power Arrival

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		<p>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 or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to annually 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.</p>		<p>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 Los Angeles Cleantech Incubator</p>

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				Motiv Power Systems NextGen California Southern California Edison SPUR The Climate Center Union of Concerned Scientists ZEV 2030 Oppose None
AB 1147 Friedman D Regional transportation plan: Active Transportation Program.	6/9/2021-S. E.Q. 6/10/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.	(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 levels to achieve, state and regional greenhouse gas emissions reduction targets and vehicle		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

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		miles traveled reduction goals 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.		
AB 1157 Lee D Controller: transportation funds: distribution and reporting requirements.	6/15/2021- S. APPR. 6/15/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 15). Re-referred to Com. on APPR.	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 California State Controller California Transit Association Oppose None
AB 1174 Grayson D Planning and zoning: housing: development application modifications, approvals, and	6/3/2021- S. HOUSING 6/23/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time,	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		Local Government (text 4/6/2021) Support Bay Area Council California Association of Realtors California Building Industry Association

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subsequent permits.	amended, and re-referred to Com. on HOUSING.	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 revise construction requirements to be met for approval to remain valid. 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 changes also apply retroactively to developments approved prior to January 1, 2022. This bill contains other related provisions and other existing laws.		California Community Builders California YIMBY Casita Coalition Council of Infill Builders Fieldstead And Company, Inc. Greenbelt Alliance Habitat for Humanity California Hello Housing Housing Action Coalition LISC San Diego MidPen Housing Corporation San Francisco Bay Area Planning and Urban Research Association Sand Hill Property Company SV@Home Action Fund

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				The Two Hundred TMG Partners Oppose None
AB 1180 Mathis R Local governments: surplus land: tribes.	6/24/2021- A. ENROLLMENT 6/24/2021-Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling.	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.		Governance And Finance (text 4/26/2021) Support Barona Band of Mission Indians Jamul Indian Village Tejon Indian Tribe Tule River Tribe Yocha Dehe Wintun Nation Oppose None
AB 1220 Rivas, Luz D Homelessness: California Interagency Council on Homelessness.	6/22/2021- S. HOUSING 6/24/2021-Read second time and amended. Re-referred to Com. on HOUSING.	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		Human Services (text 5/4/2021) Support Thousand Oaks, City Of Oppose None

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		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 creating and specifying the membership 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.		
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		

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		regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.		
AB 1238 Ting D Pedestrian access.	6/9/2021-S. TRANS. 6/9/2021-Referred to Coms. on TRANS. and APPR.	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 ACLU California Action Active San Gabriel Valley Albany Strollers & Rollers Alliance for Community Transit-Los Angeles Asian Pacific Islander Forward Movement BAN SUP Bay Area Legal Aid Bicycle Kitchen/la Bici-cocina Bike Bakersfield BikeSD Bikeventura CalBike California Immigrant

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				Policy Center California Interfaith Power and Light California Pan-Ethnic Health Network California Walks Center for Community Action and Environmental Justice Circulate San Diego City Heights Community Development Corporation Clergy and Laity United for Economic Justice Climate Action Campaign Climate Resolve Coalition for Humane Immigrant Rights (CHIRLA) Coalition for Sustainable Transportation

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				Communities United for Restorative Youth Justice (CURYJ) Community Legal Services in East Palo Alto (CLSEPA) Community Legal Services in East Palo Alto (CLSEPA) Courage California Day One, Inc. Disability Rights California East Bay Community Law Center Ella Baker Center for Human Rights Greenfield Walking Group Greenlining Institute Inland Empire Biking Alliance Inner City Law Center InnerCity Struggle Institute for Transportation &

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				Development Policy Investing in Place Jobs to Move America LA Forward Labor Community Strategy Center Lawyers' Committee for Civil Rights - San Francisco Lawyers' Committee for Civil Rights of the San Francisco Bay Area Leadership Counsel for Justice & Accountability Legal Link Legal Services of Northern California Los Angeles County Bicycle Coalition Los Angeles Neighborhood Land Trust Los Angeles WALKS Marin County Bicycle

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				Coalition Nacto Natural Resources Defense Council (NRDC) Pasadena Complete Streets Coalition People for Mobility Justice Place It! PolicyLink Prevention Institute Public Counsel Rails-to-Trails Conservancy Ride: in Living Color Sacramento Area Bicycle Advocates Safe Routes Partnership Safe Routes to School National Partnership San Diego Climate Action Campaign San Diego County Bicycle Coalition

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				San Francisco Bicycle Coalition San Francisco Marin Medical Society Santa Ana Active Streets Santa Barbara Bicycle Coalition Santa Monica Safe Streets Alliance Santa Monica Spoke Shasta Living Streets Showing Up for Racial Justice (SURJ) San Diego Silicon Valley Bicycle Coalition Silicon Valley De-Bug SPUR Streets for All Sunrise Movement LA Sustainable Claremont Throop Unitarian Universalist Church, Pasadena Transform

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				Trust for Public Lands Venice Community Housing Corporation Vision Zero Network Walk Bike Berkeley Walk Long Beach Walk Sacramento Walk San Francisco We The People - San Diego Western Center on Law and Poverty Women Organizing Resources, Knowledge and Services Young Women's Freedom Cent Oppose None
AB 1260 Chen R California Environmental Quality Act:	6/3/2021-S. E.Q. 6/3/2021-Referred to Com. on E.Q.	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		Natural Resources (text 2/19/2021) Support

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exemptions: transportation-related projects.		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.		San Bernardino County Transportation Authority Oppose 350 Silicon Valley
AB 1337 Lee D Transportation: transit district policing responsibilities.	6/24/2021-S. APPR. 6/24/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 24). Re-referred to Com. on APPR.	(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 San Francisco Bay Area Rapid Transit District Oppose None
AB 1384 Gabriel D Resiliency Through	6/9/2021-S. N.R. & W. 6/9/2021-Referred to Coms. on N.R. & W. and E.Q.	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		Natural Resources And Water (text 2/19/2021) Support

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Adaptation, Economic Vitality, and Equity Act of 2022.		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 and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.		Oppose
AB 1391 Chau D Unlawfully obtained data.	6/8/2021-S. PUB. S. 6/24/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read	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		Public Safety (text 6/16/2021) Support California Health Coalition Advocacy Oppose

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	second time, amended, and re-referred to Com. on PUB. S.	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 through the commission of a crime.		California Chamber of Commerce
AB 1395 Muratsuchi D Greenhouse gases: carbon neutrality.	6/16/2021-S. E.Q. 6/16/2021-Referred to Com. on E.Q.	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 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 statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 level, 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		Natural Resources (text 4/20/2021) Support 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

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		requirements on state agencies relating to working toward these policy goals.		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 State Building and Construction Trades Council of California Western States Petroleum Association
AB 1398 Bloom D Planning and zoning: housing element:	6/9/2021- S. HOUSING 6/9/2021-Referred to Com. on HOUSING.	(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		Local Government (text 4/6/2021) Support California Rural Legal Assistance Foundation

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rezoning of sites: prohousing local policies.		Housing and Community Development, and requires 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.		Inner City Law Center Public Interest Law Project Western Center on Law and Poverty Oppose New Livable California
AB 1401 Friedman D Residential and commercial development: remodeling, renovations, and	6/16/2021-S. GOV. & F. 6/21/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read	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		Housing And Community Development (text 4/19/2021) Support 350 Bay Area Action AARP Abundant Housing LA

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additions: parking requirements.	second time, amended, and re-referred to Com. on GOV. & F.	facilities. This bill would prohibit a public agency 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 of public transit, as defined. The bill, when a project provides parking voluntarily, would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities, as specified. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2022, as specified. This bill contains other related provisions and other existing laws.		Active SGV, a Project of Community Partners American Planning Association, California Chapter Bay Area Council Bay Area Rapid Transit Cal Asian Chamber of Commerce California Downtown Association California Interfaith Power and Light California Restaurant Association California State University, Pomona, College of Environmental Design California YIMBY Casita Coalition CBIA Central City Association Chan Zuckerberg Initiative

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				Circulate San Diego City Council Member, City of Gilroy Civic Enterprise Codding Enterprises Council of Infill Builders East Bay for Everyone Fieldstead And Company, Inc. Greenbelt Alliance Habitat for Humanity California Hello Housing Housing Action Coalition Independent Hospitality Coalition LISC San Diego Local Government Commission Long Beach YIMBY MidPen Housing Corporation Modular Building Institute

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				Mountain View YIMBY Natural Resources Defense Council (NRDC) Northern Neighbors Parkade Peninsula for Everyone People For Housing - Orange County Related California San Fernando Valley YIMBY San Francisco YIMBY Santa Cruz YIMBY Silicon Valley Leadership Group South Bay YIMBY SPUR Streets for All Streets for People Bay Area Turner Center for Housing Innovation at the University of California, Berkeley

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				The Two Hundred TMG Partners Transform UC Berkeley School of Law's Center for Law, Energy, and the Environment UCLA Department of Urban Planning Urban Environmentalists Urban Mix Development West Third Street Parking and Public Improvement Association YIMBY Action Oppose Albany Neighbors United California Cities for Local Control California Contract Cities Association Century Glen Hoa

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				City of Corona City of Fountain Valley City of Pleasanton City of Truckee Livable California Ventura Council of Governments
AB 1423 Daly D Housing programs: multifamily housing programs: expenditure of loan proceeds.	6/9/2021-S. HOUSING 6/9/2021-Referred to Com. on HOUSING.	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		Housing And Community Development (text 2/19/2021) Support American Planning Association, California Chapter BRIDGE Housing Corporation California Apartment Association California Housing Consortium California Housing Partnership California State Association of

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		would specify that these provisions do not limit the eligible uses of funds otherwise authorized under any program administered by the department.		Counties Non-Profit Housing Association of Northern California Urban Counties of California Oppose None
AB 1436 Chau D Information privacy: digital health feedback systems.	6/24/2021-S. JUD. 6/24/2021-Re-referred to Coms. on JUD. and HEALTH.	Existing law, the Confidentiality of Medical Information Act, generally prohibits a provider of health care, a health care service plan, or a contractor from disclosing medical information regarding a patient of the provider of health care or an enrollee or subscriber of a health care service plan without first obtaining an authorization, except as otherwise specified. Existing law defines “medical information” for purposes of these provisions to mean certain individually identifiable health information in possession of or derived from a provider of health care, among others. Existing law makes a violation of these provisions that results in economic loss or personal injury to a patient punishable as a misdemeanor. This bill would define “personal health record information” for purposes of the act to mean individually identifiable information, in electronic or physical form, about an individual’s mental or physical condition that is collected by a commercial internet website, online service, or product that is used by an individual and that collects the individual’s personal health record information through a direct measurement of an individual’s mental or physical condition or through user input regarding an individual’s mental		Privacy And Consumer Protection (text 2/19/2021) Support None Oppose None

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		<p>or physical condition. The bill would provide that a business that offers personal health record system software or hardware to a consumer, in order to make information available to an individual or provider of health care at the request of the individual or provider of health care, for purposes of allowing the individual to manage their information, or for the diagnosis, treatment, or management of a medical condition of the individual, shall be deemed to be a provider of health care subject to the requirements of the Confidentiality of Medical Information Act. Because the bill would expand the definition of a crime, it 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.</p>		
<p>AB 1441 Cervantes D Emergency services: emergency plans: critically ill newborn infants.</p>	<p>6/16/2021-S. G.O. 6/16/2021-Referred to Com. on G.O.</p>	<p>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 the Office of Emergency Services, at the request of a county, to assist the county, in conjunction with the hospitals in the county, in the preparation</p>		<p>Emergency Management (text 3/25/2021) Support None Oppose None</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		of an emergency disaster evacuation plan for critically ill newborn infants in the neonatal intensive care units in the county. 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.		
AB 1442 Ting D Accessory dwelling units.	2/19/2021- A. PRINT 2/22/2021-Read first time.	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 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 1499 Daly D Transportation: design-build: highways.	6/24/2021- S. APPR. 6/24/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 24). 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 extend the operation of these provisions until January 1, 2034. The bill		Transportation (text 5/24/2021) Support American Automobile Association of Northern California, Nevada & Utah American Society of Civil Engineers - Region 9 Associated General Contractors Automobile Club of

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		would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement. This bill contains other related provisions and other existing laws.		Southern California City/County Association of Governments of San Mateo County Orange County Transportation Authority Professional Engineers in California Government Self Help Counties Coalition Solano Transportation Authority Oppose None
AB 1531 O'Donnell D Pipeline safety: carbon dioxide.	6/16/2021-S. G.O. 6/16/2021-Referred to Com. on G.O.	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		Committee On Utilities And Energy (text 3/18/2021) Support State Building and Construction Trades Council of California

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		<p>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.</p>		<p>Oppose None</p>
<p>ACA 1 Aguiar-Curry D Local government financing: affordable housing and public</p>	<p>4/22/2021-A. L. GOV. 4/22/2021-Referred to Coms. on L. GOV. and APPR.</p>	<p>(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,</p>		

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infrastructure: voter approval.		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 and use taxes, and fees: expenditure restrictions.	4/22/2021- A. TRANS. 4/22/2021-Referred to Com. on TRANS.	(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 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.		

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SB 6 Caballero D Local planning: housing: commercial zones.	5/24/2021-A. DESK 5/24/2021-Read third time. Passed. (Ayes 32. Noes 2.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	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. 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		Housing (text 4/12/2021) Support 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

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		<p>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 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</p>		<p>Facebook, Inc. Los Angeles Business Council, Planning and Conservation League 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</p>

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		<p>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>California Cities for Local Control California Coalition for Rural Housing California Contract Cities Association California Housing 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</p>

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				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 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

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				Contractors Association
SB 8 Skinner D Housing Crisis Act of 2019.	6/22/2021-A. L. GOV. 6/23/2021-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 6. Noes 0.) (June 22). Re-referred to Com. on L. GOV.	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 And Community Development (text 6/1/2021) Support Abundant Housing LA Bay Area Council BRIDGE Housing Corporation California Apartment Association California Association of Realtors California Chamber of Commerce California Community Builders California Hispanic Chambers of Commerce California YIMBY Casita Coalition CBIA

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				Circulate San Diego City of Alameda Council of Infill Builders Eden Housing Facebook Fieldstead and Company Greenbelt Alliance Greenlining Institute Habitat for Humanity California Housing Action Coalition League of Women Voters of California MidPen Housing Corporation Modular Building Institute Sand Hill Property Company Silicon Valley Leadership Group SPUR SV@Home

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				The Two Hundred TMG Partners Oppose Albany Neighbors United California Cities for Local Control Catalysts Center for Biological Diversity City of Cupertino Grayburn Avenue Block Club Latino Alliance for Community Engagement Livable California Riviera Homeowners Association Sustainable TamAlmonte
SB 9 Atkins D Housing	6/22/2021-A. APPR. 6/23/2021-From committee: Do pass	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 And Community Development (text 4/27/2021)

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development: approvals.	and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (June 22). Re-referred to Com. on APPR.	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.		Support BRIDGE Housing Corporation Cal Asian Chamber of Commerce California Apartment Association California Association of Realtors California Community Economic Development Association California Community Land Trust Network California State Association of Counties California YIMBY City Council Member, City of Gilroy City of Alameda Clear Advocacy County of Monterey Eden Housing Facebook

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				Facebook, Inc. Fathers and Families of San Joaquin Inland Empire Regional Chamber of Commerce InnerCity Struggle League of Women Voters of California LISC San Diego Local Government Commission Long Beach YIMBY Mountain View YIMBY Orange County Business Council Palo Alto Forward Rural County Representatives of California (RCRC) San Fernando Valley YIMBY Santa Barbara Women's Political Committee

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				Santa Cruz YIMBY South Bay YIMBY The Central Valley Urban Institute Urban Counties of California I YIMBY Democrats Of San Diego County Oppose AIDS Healthcare Foundation Alameda Citizens Task Force Albany Neighbors United Build Affordable Faster CA California Cities for Local Control Catalysts Century Glen Hoa Citizens About Responsible Planning Long Beach CA City and County Association of

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				Governments of San Mateo County City of Arcata City of Atascadero City of Bellflower City of Beverly Hills City of Bradbury City of Brea City of Burbank City of Camarillo City of Carlsbad City of Carson City of Cerrito City of Chino City of Chino Hills City of Crescent City City of Cypress City of Del Mar City of Downey City of Glendora City of Half Moon Bay City of Hidden Hills City of Indian Wells City of Irwindale City of La Canada Flintridge

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				City of Lafayette City of Laguna Beach (prior version) City of Lakewood City of Lomita City of Menifee City of Mission Viejo City of Modesto City of Norwalk City of Oakley City of Ontario City of Palm Desert City of Palos Verdes Estates City of Pasadena City of Placentia City of Pleasanton City of Redondo Beach City of Rolling Hills City of Rolling Hills Estates City of San Marcos City of Santa Paula City of Signal Hill City of Simi Valley City of Stanton

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				City of Thousand Oaks City of Torrance City of Truckee City of Whittier City of Yorba Linda Coalition for Economic Survival Coalition for San Francisco Neighborhoods Comstock Hills Homeowners Association Eastside Voice Long Beach CA El Segundo Grayburn Avenue Block Club Huntington Beach Indivisible 43 Indivisible CA-43 Indivisible California Green Team Indivisible Marin Indivisible Normal Heights

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				Indivisible Ross Valley Indivisible San Jose Laguna Niguel, City of Lake Forest Las Virgenes-Malibu Council of Governments Latino Alliance for Community Engagement League of California Cities Los Altos, Town of Los Angeles Urban League Magnolia Ave Residents Association Mangan Park Neighborhood Association Marin County Council of Mayors and Councilmembers Miracle Mile Residential Association Mission Street

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				Neighbors Montecito Association Neighbors for A Better San Diego New Livable California Db a Livable California Old Agoura Homeowners Pismo Beach Progressive Democrats of America Progressive Democrats of Santa Monica Mountains Rancho Cucamonga Rancho Palos Verdes Riviera Homeowners Association Rooted in Resistance S.B. Residents for Responsible Development San Gabriel Valley Council of Governments Santa Clara County

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				Cities Association Save Lafayette Seaside Neighborhood Association Sherman Oaks Homeowners Association SoCal 350 South Gate South Shores Community Association Sunnyvale Sunnyvale United Neighbors Sustainable TamAlmonte Temecula Valley Neighborhood Coalition The City Of Lakewood The Valley Village Homeowners Association Town of Apple Valley Town of Woodside

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				Tri-Valley Cities of Dublin, Livermore, Pleasanton, San Ramon, and Town of Danville United Neighbors Ventura Council of Governments Verdugo Woodlands West Homeowners Association West Pasadena Residents' Association Westwood Hills Property Owners Association Westwood South of Santa Monica Blvd. Homeowners Association
SB 10 Wiener D Planning and zoning: housing	6/22/2021-A. L. GOV. 6/24/2021-Read second time and amended. Re-	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		Housing And Community Development (text 6/14/2021) Support

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development: density.	referred to Com. on L. GOV.	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 or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. 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 prohibit an ordinance adopted under these provisions from superceding a local restriction enacted or approved by a local voter initiative that designates publicly owned land as open-space land or for park or recreational purposes. This bill contains other related provisions and other existing laws.		Oppose
SB 17 Pan D	6/10/2021-A. A. & A.R. 6/10/2021-Referred	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	Support	Judiciary (text 4/5/2021) Support

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Office of Racial Equity.	to Com. on A. & A.R.	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, departments, and the office of the Governor. The bill would require the office, in consultation with state agencies, departments, and public stakeholders, as appropriate, to develop a statewide Racial Equity Framework that includes a strategic plan with policy and inclusive practice recommendations, guidelines, goals, and benchmarks to reduce racial inequities, promote racial equity, and address individual, institutional, and structural racism. 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		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 California Access Coalition California Alliance of Child and Family Services California Association of Food Banks California Association

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		<p>racial disparities and to prepare an annual report that evaluates and reports on progress in, and any obstacles to, meeting statewide goals and policies established under the Racial Equity Framework. This bill contains other related provisions and other existing laws.</p>		<p>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 Health Network California ReLeaf California State PTA California Teachers Association Californians for Safety</p>

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				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 Islander Communities End Hep C SF End the Epidemics

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				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 Prevention Institute

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				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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				West Coast Children’s Clinic Western Center on Law and Poverty Oppose None
SB 18 Skinner D Hydrogen: green hydrogen: emissions of greenhouse gases.	6/16/2021-A. NAT. RES. 6/21/2021-Read second time and amended. Re-referred to Com. on NAT. RES.	(1)The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state 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 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.		Committee On Utilities And Energy (text 6/7/2021) Support Oppose

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SB 33 Cortese D Apprenticeship: annual report: task force.	6/17/2021-A. RLS. 6/17/2021-Re- referred to Com. on RLS. pursuant to Assembly Rule 96.	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 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.		Committee On Labor, Public Employment And Retirement (text 3/11/ 2021) Support California State Council of Laborers Oppose None
SB 37 Cortese D Contaminated	6/16/2021-A. NAT. RES. 6/16/2021-From committee: Do pass	(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		Environmental Safety And Toxic Materials (text 4/13/2 021)

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Site Cleanup and Safety Act.	and re-refer to Com. on NAT. RES. (Ayes 6. Noes 3.) (June 16). Re-referred to Com. on NAT. RES.	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 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		Support California Environmental Justice Alliance California Labor Federation California League of Conservation Voters California State Council of Laborers Center on Race, Poverty & the Environment Communities for a Better Environment International Union of Operating Engineers, Cal-Nevada Conference Leadership Counsel for Justice & Accountability Natural Resources Defense Council (NRDC) PODER

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		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 Mayor of City & County of San Francisco London Breed Rural County Representatives of California (RCRC)
SB 44 Allen D California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.	6/23/2021-A. JUD. 6/24/2021-From committee: Do pass as amended and re-refer to Com. on JUD. (Ayes 9. Noes 1.) (June 23).	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes 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.	Sponsor	Natural Resources (text 4/27/2021) Support California Association of Councils of Governments (CALCOG) California State Association of Electrical Workers California State Pipe Trades Council California Transit Association

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				City of Inglewood Los Angeles County Business Federation Monterey-Salinas Transit Silicon Valley Leadership Group State Building and Construction Trades Council of California Western States Council Sheet Metal, Air, Rail And Transportation Oppose California Judges Association Judicial Council of California National Right to Work Committee Western Electrical Contractors Association

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SB 45 Portantino D Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.	6/1/2021-S. INACTIVE FILE 6/1/2021-Ordered to inactive file on request of Senator Portantino.	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 Utilities Association California Solar & Storage Association California State Association of Counties California Teamsters Public Affairs Council

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				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 Space Authority Sonoma Land Trust Together Bay Area Tree Care Industry Association

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				Trout Unlimited Upper San Gabriel Valley Municipal Water District Oppose None
SB 51 Durazo D Surplus residential property.	5/27/2021-A. H. & C.D. 5/27/2021-Read third time and amended. Ordered to third reading. Re-referred to Com. on H. & C.D. pursuant to Assembly Rule 77.2.	(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		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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		development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, 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 contains other related provisions and other existing laws.		
SB 66 Allen D California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	6/21/2021-A. C. & C. 6/22/2021-From committee: Do pass and re-refer to Com. on C. & C. (Ayes 14. Noes 0.) (June 21). Re-referred to Com. on C. & C.	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 4/28/2021) Support AARP American Automobile Association of Northern California, Nevada & Utah Association for Unmanned Vehicle Systems International Auto Club of Southern California (AAA) Automobile Club of Southern California Elders Climate Action, NorCal and SoCal Chapters

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				Plug In America Silicon Valley Democratic Club Union of Concerned Scientists Oppose None
SB 68 Becker D Building electrification and electric vehicle charging.	6/3/2021-A. U. & E. 6/3/2021-Referred to Com. on U. & E.	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

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				Carbon Free Palo Alto Climate Youth Ambassador Program Diablo Valley Democratic Club 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

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				Climate Action San Jose Community Energy Advocates Sierra Club California Silicon Valley Youth Climate Action Sunnyvale Democratic Club Together We Will - San Jose Oppose Southern California Edison
SB 84 Hurtado D Oil and gas wells: hazardous or idle-deserted wells and facilities.	6/9/2021-A. APPR. 6/9/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 9). Re-referred to Com. on APPR.	(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		Natural Resources (text 6/2/2021) Support None Oppose None

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		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 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 112 Skinner D Budget Act of 2021.	1/11/2021- S. BUDGET & F.R. 6/9/2021-From committee with author's amendments. Read second time and amended. Re- referred to Com. on B. & F.R.	This bill would make appropriations for the support of state government for the 2021–22 fiscal year. This bill contains other related provisions.		

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SB 128 Skinner D Budget Act of 2021.	1/8/2021- A. BUDGET 6/10/2021-From committee with author's amendments. Read second time and amended. Re- referred to Com. on BUDGET.	This bill would make appropriations for the support of state government for the 2021–22 fiscal year. This bill would declare that it is to take effect immediately as a Budget Bill.		
SB 129 Committee on Budget and Fiscal Review Budget Act of 2021.	1/8/2021- A. BUDGET 2/25/2021-Referred to Com. on BUDGET.	This bill would express the intent of the Legislature to enact statutory changes relating to the Budget Act of 2021.		
SB 224 Portantino D Pupil instruction: mental health education.	6/10/2021-A. ED. 6/10/2021-Referred to Com. on ED.	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		Education (text 1/14/2021) Support American Civil Liberties Union of California Aviva Family and Children's Services

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		<p>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 evidence-based, 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 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.</p>		<p>California Academy of Child and Adolescent Psychiatry California Association of Health, Physical Education, Recreation & 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</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				County Behavioral Health Directors Association of California Disability Rights California Five Acres - the Boys' and Girls' Aid Society of Los Angeles County Generation Up 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

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 257 Skinner D Property taxation: welfare exemption: museums.	5/17/2021-S. APPR. SUSPENSE FILE 5/20/2021-May 20 hearing: Held in committee and under submission.	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 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		Governance And Finance (text 4/22/2021) Support California Academy of Sciences California Association of Museums California Association of Nonprofits California Indian Museum & Cultural Center Charles M. Schulz Museum & Research Center Grace Hudson Museum and Sun House Humboldt Arts Council/Morris Graves Museum of Arts Oakland Museum of California Oppose None

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		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 suspended. (Ayes 32. Noes 4.)	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 commission's oversight of electrical corporations' efforts to reduce their fire risk and use of deenergization events.		
SB 268 Archuleta D Parks and recreation: Lower Los Angeles River Recreation and Park District:	6/24/2021-A. W.,P. & W. 6/24/2021-From committee: Do pass and re-refer to Com. on W.,P., & W. with recommendation: To consent	(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		Local Government (text 4/5 /2021) Support Oppose

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Lower San Gabriel River Recreation and Park District: establishment: board of directors.	calendar. (Ayes 8. Noes 0.) (June 23). Re-referred to Com. on W.,P., & W.	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.		
SB 270 Durazo D Public employment: labor relations: employee information.	6/23/2021-A. JUD. 6/24/2021-From committee: Do pass and re-refer to Com. on JUD. (Ayes 5. Noes 2.) (June 23). Re-referred to Com. on JUD.	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 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.		Committee On Public Employment And Retirement (text 4/15/2021) Support Oppose

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SB 274 Wieckowski D Local government meetings: agenda and documents.	6/24/2021- A. APPR. 6/24/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 23). Re-referred to Com. on APPR.	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 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.		Local Government (text 4/5 /2021) Support Oppose
SB 333 Eggman D San Joaquin Regional Transit District: procurement.	6/24/2021- A. APPR. 6/24/2021-From committee: Do pass as amended and re-refer to Com. on	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		Local Government (text 3/2 /2021) Support Oppose

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	APPR. (Ayes 8. Noes 0.) (June 23).	contract be let, in the district's discretion, either to 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.	6/21/2021- A. APPR. 6/22/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (June 21). Re-referred to Com. on APPR.	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		Transportation (text 5/20/2021) Support American Automobile Association of Northern California, Nevada & Utah Automobile Club of Southern California Bay Area Council Bay Area Rapid Transit California Chamber of Commerce California Transit Association California

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		<p>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 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.</p>		<p>Transportation Commission City/County Association of Governments of San Mateo County Coalition for Clean Air Communities for a Better Environment East Bay for Everyone Engineering & Utility Contractors Association DBA United Contractors Environment California Environmental Defense Fund Fossil Free California Natural Resources Defense Council (NRDC) Northern California Carpenters Regional Council Orange County Transportation</p>

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				Authority Peninsula Corridor Joint Powers Board San Mateo County Transit District San Mateo County Transportation Authority Sierra Club California Smith, Watts & Hartmann Solano Transportation Authority Southern California Contractors Association Transportation California Union of Concerned Scientists Vulcan Materials Company Oppose None

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SB 346 Wieckowski D In-vehicle cameras.	6/3/2021-A. P. & C.P. 6/21/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on P. & C.P.	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 require a manufacturer of a new motor vehicle that is equipped with one or more in-vehicle cameras to disclose that fact, as specified. The bill would prohibit a person or entity from providing for the sale or lease of a new motor vehicle with one or more in-vehicle cameras in this state without prominently informing the user or the person designated by the user to purchase the vehicle, as specified. The bill would further prohibit any images or video recordings collected through the operation of an in-vehicle camera from being used for any advertising purpose or being sold to any third party. The bill would also prohibit these images or video recordings from being shared with third parties, except as provided. The bill would also prohibit any recording obtained through		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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		operation of an in-vehicle camera from being retained at any location other than the vehicle itself, or being downloaded, retrieved, or otherwise accessed by a person or entity other than the registered owner of the vehicle, without affirmative prior consent, as defined, except as provided. The bill would require a person or entity that provides the operation of an in-vehicle camera in this state to provide effective mechanisms for a consumer to revoke consent. 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.	6/21/2021-A. NAT. RES. 6/22/2021-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (June 21). Re-referred to Com. on NAT. RES.	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		Transportation (text 5/20/2021) Support 350 Bay Area Action 350 Sacramento 350 Silicon Valley American Lung Association of California Arrival Association of California Water

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		<p>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 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.</p>		<p>Agencies California Hydrogen Business Council (CHBC) California Hydrogen Coalition California Interfaith Power and Light California League of Conservation Voters California Municipal Utilities Association Center for Community Action and Environmental Justice Central California Asthma Collaborative Ceres Coalition for Clean Air Community Action to Fight Asthma E2 East Bay Municipal Utility District Elders Climate Action, NorCal and SoCal</p>

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				Chapters Environment California Environmental Defense Fund Fluid Truck Inland Empire Utilities Agency Lordstown Motors Los Angeles Cleantech Incubator NextGen California NRDC Port of San Diego Regional Asthma Management and Prevention San Diego Unified Port District San Francisco Bay Physicians for Social Responsibility SanDiego350 Sierra Club California SPUR The Climate Center The Climate Reality

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Project, Orange County Chapter Union of Concerned Scientists ZEV 2030 Oppose None
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		

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		<p>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 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.</p>		
<p>SB 390 Laird D</p> <p>Employment Development Department: recession plan.</p>	<p>6/24/2021- A. APPR. 6/24/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 14. Noes 0.) (June 24). Re-referred to Com. on APPR.</p>	<p>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 recession 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,</p>		<p>Insurance (text 6/17/2021) Support Oppose</p>

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		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 recession plan to specified legislative committees and the Department of Finance by March 1, 2022, and to update the recession plan and provide a copy to specified legislative committees and the Department of Finance every 2nd year thereafter.		
SB 391 Min D Common interest developments: emergency powers and procedures.	6/23/2021- A. THIRD READING 6/23/2021-Read second time. Ordered to third reading.	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 4/13/2021) Support Associa Desert Resort Management Associa Northern California California Association of Community Managers California Association of Realtors Community Associations Institute - California Legislative Action Committee Desert Resort

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				Management Morgan Hill Homeowners Association Parkmont Villas Townhouse Association Professional Community Management - An Associa Company Riverside Sun City Homeowners Association Oppose California Alliance for Retired Americans Center for California Homeowner Association Law
SB 423 Stern D Energy: renewable and	6/10/2021-A. U. & E. 6/10/2021-Referred to Coms. on U. & E. and NAT. RES.	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		Environmental Quality (text 4/19/2021) Support

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zero-carbon resources.		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.		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 Southern California Edison
SB 437 Wieckowski D	6/16/2021- A. APPR. 6/17/2021-From	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		Committee On Utilities And

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Local publicly owned electric utilities: integrated resource planning: transportation electrification.	committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 16). Re-referred to Com. on APPR.	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 (text 4/26/2021) Support Oppose
SB 456 Laird D Fire prevention: wildfire and forest resilience: action plan: reports.	6/10/2021-A. NAT. RES. 6/10/2021-Referred to Com. on NAT. RES.	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 properties. Pursuant to this executive order, a Forest Management Task Force involving specified state agencies		Natural Resources And Water (text 4/19/2021) Support None Oppose None

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		<p>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 wildfire and forest resilience 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. The bill would require the task force to invite the participation of specified federal entities in the creation, alignment, and coordination of joint efforts related to the above-described provisions.</p>		
<p>SB 478 Wiener D Planning and Zoning Law: housing development projects.</p>	<p>6/22/2021-A. L. GOV. 6/24/2021-Read second time and amended. Re-referred to Com. on L. GOV.</p>	<p>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 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</p>		<p>Housing And Community Development (text 5/20/2021) Support Abundant Housing LA All Home Bay Area Council California Apartment Association</p>

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		<p>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 and other existing laws.</p>		<p>California Building Industry Association California YIMBY Chan Zuckerberg Initiative Circulate San Diego East Bay for Everyone Fieldstead And Company, Inc. Generation Housing Greenbelt Alliance 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 Oakland Firesafe Council</p>

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				San Fernando Valley YIMBY San Francisco Bay Area Planning and Research Association (SPUR) Santa Cruz YIMBY Turner Center for Housing Innovation at the University of California, Berkeley YIMBY Action Oppose Alameda Citizens Task Force Albany Neighbors United California Association of Realtors California Cities for Local Control California Labor Federation California Land Title Association California State

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				Association of Counties California State Council of Laborers California Teamsters Public Affairs Council Catalysts Century Glen Hoa Citizens Preserving Venice City of Cupertino City of Pleasanton City of Torrance Franklin Corridor Coalition Grayburn Avenue Block Club Hollywoodland Homeowners Association, United Neighborhoods Homeowners Of Encino Huntington Beach Indivisible CA-43 Indivisible California

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Green Team Indivisible Marin Indivisible Normal Heights Indivisible Ross Valley Indivisible San Jose 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 International Brotherhood of Electrical Workers International Union of Bricklayers and Allied

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Craftworkers International Union of Elevator Constructors International Union of Operating Engineers International Union of Painter and Allied Trades AFL-CIO Laguna Niguel, City of Latino Alliance for Community Engagement Livable California Miracle Mile Residential Association Mission Street Neighbors Northwest Glendale Homeowners Association Operative Plasterers & Cement Masons Orange County Council of Governments Progressive Democrats of America

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				Progressive Democrats of Santa Monica Mountains Riviera Homeowners Association Rooted in Resistance Save Our Single Family Neighborhoods Sheet Metal Workers' International Association Sherman Oaks Homeowners Association SoCal 350 South Shores Community Association State Building and Construction Trades Council of California Sustainable TamAlmonte Tamalpais Design Review Board United Association

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				United Brotherhood of Carpenters and Joiners of America United Union of Roofers, Waterproofers & Allied Workers Urban Counties of California Verdugo Woodlands West Homeowners Association
SB 500 Min D Autonomous vehicles: zero emissions.	6/21/2021-A. C. & C. 6/23/2021-Read second time and amended. Re-referred to Com. on C. & C.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements, including the submission of an application to the Department of Motor Vehicles (DMV) with specified certifications regarding the features of the autonomous vehicle, among other things. Existing law provides for various programs to promote the use of zero-emission vehicles, including the Clean Vehicle Rebate Project, which was established by the State Air Resources Board 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, and the Charge Ahead California Initiative, which establishes various goals, including the goal of placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023. This bill, commencing		Transportation (text 5/25/2021) Support 350 Bay Area Action American Lung Association of California California League of Conservation Voters California State Association of Electrical Workers Calstart Inc. Clean Air Coalition

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		<p>January 1, 2030, and to the extent authorized by federal law, would prohibit the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined. The bill would also prohibit the DMV from commencing rulemaking for the adoption of regulations implementing this provision until January 1, 2027. This bill contains other existing laws.</p>		<p>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 Transform Union of Concerned Scientists Zoox, INC. Oppose Association for Unmanned Vehicle Systems International California Chamber of Commerce Internet Association;</p>

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				the Los Angeles Business Council, Planning and Conservation League NetChoice Self-Driving Coalition for Safer Streets Silicon Valley Leadership Group TechNet
SB 542 Limón D Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.	6/1/2021-S. INACTIVE FILE 6/1/2021-Ordered to inactive file on request of Senator Limón.	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 purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill 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, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or		Governance And Finance (text 5/3/2021) Support 350 Silicon Valley Advanced Energy Economy (AEE) Amply Power BYD California Electric Transportation Coalition (CalETC) California Trucking Association CALSTART

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		the Local Public Safety Fund. This bill contains other related provisions and other existing laws.		Ceres Chanje Energy Coalition for Clean Air E2 Environmental Entrepreneurs Elders Climate Action, NorCal and SoCal Chapters EVgo FLO; Lightning eMotors Motiv Power System Natural Resources Defense Council Sacramento Municipal Utility District Southern California Edison Truck & Engine Manufacturers Association United Parcel Service (UPS) Volvo Group North America Western States

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Trucking Association Xos Trucks Oppose None
SB 548 Eggman D Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.	6/24/2021- A. SECOND READING 6/24/2021- Withdrawn from committee. Ordered to second 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 Valley Transit Authority Livermore Valley Chamber of Commerce Pleasanton Chamber of

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				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.	6/3/2021-A. A. & A.R. 6/3/2021-Referred to Coms. on A. & A.R. and TRANS.	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, workforce development, economic development, and other needs		Transportation (text 4/19/2021) Support 350 Sacramento 350 Silicon Valley American Lung Association of California Amply Power Audi of America, Inc., a Subsidiary of

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		are addressed, as specified. The bill would repeal these provisions on January 1, 2029.		Volkswagen Group of America, INC. Bay Area Council Better World Group; the Breathe California Sacramento Region California Business Alliance For A Clean Economy Ceres City of Culver City City of Santa Monica City of Thousand Oaks Clean Power Alliance Climate Center; the Coalition for a Safe Environment Coltura Communities for a Better Environment Community Environmental Council County of Los Angeles Cruise LLC East Bay Community

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				Energy East Yard Communities for Environmental Justice Elders Climate Action, NorCal and SoCal Chapters Electric Auto Association Electric Vehicle Charging Association Elk Grove; City of Engie Impact Environment California Environmental Defense Fund Gm Cruise LLC Harbor Trucking Association Itron Jobs to Move America Local Government Commission Los Angeles Business Council, Planning and Conservation League

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				Los Angeles Cleantech Incubator Los Angeles; City of NextGen California Nissan North America Pacoima Beautiful Pcs Energy Port of Los Angeles Sierra Business Council Southern California Edison The Lion Electric Co. Ttsi - Total Transportation Services, INC. USC Schwarzenegger Institute Valley Vision Ventura County Regional Energy Alliance Waymo Oppose None

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 598 Pan D Sacramento Regional Transit District: employee relations.	6/23/2021-A. JUD. 6/24/2021-From committee: Do pass and re-refer to Com. on JUD. (Ayes 6. Noes 0.) (June 23). Re-referred to Com. on JUD.	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-Miliias-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 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		Committee On Public Employment And Retirement (text 6/16/ 2021) Support Oppose

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		claims before PERB, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 640 Becker D Transportation financing: jointly funded projects.	6/21/2021- A. APPR. 6/22/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 21). 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 propose projects to be jointly funded by the cities and counties' apportionments of those funds, as specified.		Transportation (text 5/20/2021) Support American Public Works Association California Advocacy Committee Belmont; City of California Asphalt Pavement Association Campbell Strategy & Advocacy, LLC City of Burlingame City of Corona City of Fresno City of Long Beach City of San Carlos City of San Mateo Cruz Strategies Fresno Council of Governments Fresno; City Of League of California

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				Cities Los Altos, Town of Orange County Transportation Authority San Carlos; City Of San Mateo; County Of South San Francisco Public Works Department Oppose None
SB 643 Archuleta D Fuel cell electric vehicle fueling infrastructure and fuel production: statewide assessment.	6/23/2021- A. TRANS. 6/23/2021-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 11. Noes 0.) (June 23). Re-referred to Com. on TRANS.	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 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 consider all necessary fuel		Natural Resources (text 5/20/2021) Support Advanced Structural Technologies Alaska Applied Sciences Ballard Fuel Cell Systems Golden Gate Zero Emission Marine GTA

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		production and distribution infrastructure, as specified, to meet those goals and requirements and to examine existing and future fuel production and distribution infrastructure needs throughout the state, including in low-income communities. The bill would require the state board to regularly seek data and input relating to fuel cell electric vehicle fuel production and fueling infrastructure from specified state agencies and interested stakeholders. The bill would require the state board to complete the statewide assessment on or before December 31, 2023, and to update the statewide assessment at least once every 2 years. The bill would require the state board to post the initial and updated statewide assessments on its internet website.		Longitude 122 West Millennium Reign Energy Natural Hydrogen Energy Neo-h2 Next Hydrogen Sacramento Metropolitan Chamber of Commerce T2M Global Taylor Wharton America The Protium Company U.S. Hybrid Corporation Ventura County Air Pollution Control District Western States Hydrogen Alliance Oppose None
SB 649 Cortese D	6/17/2021-A. RLS. 6/17/2021-Re-	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		Judiciary (text 4/19/2021)

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Local governments: affordable housing: local tenant preference.	referred to Com. on RLS. pursuant to Assembly Rule 96.	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 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.		Support Affordable Housing Network of Santa Clara County Build Affordable Housing CA California Housing Consortium City of San Jose County of Santa Clara Greenbelt Alliance Housing Action Coalition Housing and Action Coalition San Francisco Bay Area Planning and Urban Research Association Silicon Valley at Home Oppose None
SB 653 Wieckowski D	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		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Vehicles: local agency charges: use of streets or highways.		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 671 Gonzalez D Transportation: Clean Freight Corridor Efficiency Assessment.	6/21/2021-A. NAT. RES. 6/22/2021-From committee: Do pass and re-refer to Com. on NAT. RES. with recommendation: To consent calendar. (Ayes 15. Noes 0.) (June 21). Re-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 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 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	Support	Transportation (text 4/28/2021) Support Alameda County Transportation Commission Breathe Southern California Calstart Inc. Community Action to Fight Asthma Edison International and Affiliates, Including Southern California Edison Elders Climate Action, NorCal and SoCal Chapters Los Angeles County Metropolitan Transportation

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		committees of the Legislature by December 1, 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.		Authority Natural Resources Defense Council (NRDC) Nevada County Norcal Elders Climate Action Network Regional Asthma Management and Prevention The Climate Reality Project Orange County Chapter Union of Concerned Scientists Oppose None
SB 674 Durazo D Public Contracts: workforce development: transportation-	6/22/2021- A. TRANS. 6/23/2021-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 5. Noes 0.) (June	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 the Labor and Workforce Development Agency to develop a program, known as the California Jobs Plan Program,		Labor And Employment (text 5/2 0/2021) Support Alliance for Community Transit- Los Angeles American Council of

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related contracts.	22). Re-referred to Com. on TRANS.	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 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.		Engineering Companies of California BlueGreen Alliance BYD Motors, Inc. California Asphalt Pavement Association California Immigrant Policy Center California League of Conservation Voters California State Association of Electrical Workers California State Pipe Trades Council California Teamsters Public Affairs Council Center for Employment Opportunities Communications Workers of America, AFL-CIO District 9 Earthjustice Greenlining Institute Jobs to Move America

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				Los Angeles Alliance for New Economy (LAANE) Los Angeles Cleantech Incubator Los Angeles Conservation Corps Los Angeles County Federation of Labor Miguel Contreras Foundation Move LA REDF SoCal350 Climate Action Transit Workers Union California State Conference Transport Workers Union of America UAW Region 8 United Auto Workers United Steelworkers District 12 United Steelworkers Local 675

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Warehouse Worker Resource Center Western States Council Sheet Metal, Air, Rail And Transportation Working Partnerships USA Oppose None
SB 687 Hueso D Emergency response: trauma kits.	6/10/2021- A. HEALTH 6/16/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HEALTH.	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, a tourniquet. 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		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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		would apply the provisions governing civil liability described above to a lay rescuer or person who renders emergency care or treatment by the use of a trauma kit and to a person or entity that provides training in the use of a trauma kit to provide emergency medical treatment, or certifies certain persons in the use of a trauma kit. This bill contains other related provisions and other existing laws.		
SB 719 Min D Surplus land: exempt surplus land: eligible military base land.	6/10/2021-A. L. GOV. 6/10/2021-Referred to Coms. on L. GOV. and H. & C.D.	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 at least 20% of the residential units that are permitted after January 1, 2022, to be restricted to persons and families of low or moderate income, and at least 15% of those units to be restricted to lower income households, 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		Governance And Finance (text 3/10/2021) Support Anton DevCo Brookfield Residential Building Industry Association of Southern California, Orange County Chapter California Building Industry Association Families Forward HomeAid Orange County Lincoln Property Company Meta Housing Corporation

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		in a specified annual report. This bill contains other related provisions and other existing laws.		Orange County Business Council Tustin Tustin Unified School District Oppose East Bay Housing Organizations (EBHO) Non Profit Housing Association of Northern California The Kennedy Commission The Public Interest Law Project
SB 726 Gonzalez D Alternative fuel and vehicle technologies: Sustainable Transportation Strategy.	6/23/2021-A. TRANS. 6/23/2021-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 8. Noes 2.) (June 23). Re-referred to Com. on TRANS.	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 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		Natural Resources (text 6/16/2021) Support ABB ABC Companies Advanced Energy Economy (AEE) Amplify Power Anaheim

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		<p>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</p>		<p>Transportation Network Antelope Valley Transit Authority Arrival Ballard Power Systems California Electric Transportation Coalition (CalETC) CALSTART Center for Sustainable Energy Chanje Energy Enow Greenpower Motor Company J.B. Poindexter & Co. Momentum Dynamics Corporation Motiv Power Systems Nikola Corporation Odyne Systems Pheonix Motorcars Proterra Sea Electric SunLine Transit</p>

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		to 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.		Agency The Lion Electric Co. Veloce Energy Volvo Group North America Oppose Black Business Association California African American Chamber of Commerce California Association of Black Pastors California Hydrogen Coalition California Manufacturers and Technology Association Kern County Black Chamber of Commerce Latin Business Association Southern California Black Chamber of Commerce

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				Western States Petroleum Association
SB 728 Hertzberg D Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.	6/22/2021-A. L. GOV. 6/23/2021-From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 8. Noes 0.) (June 22). Re-referred to Com. on L. GOV.	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 And Community Development (text 4/15/2021) Support AIDS Healthcare Foundation American Planning Association, California Chapter Habitat for Humanity California Housing Action Coalition Montecito Association San Francisco Bay Area Planning and Urban Research Association Oppose None

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SB 743 Bradford D Housing developments: broadband adoption: grant program.	6/23/2021-A. H. & C.D. 6/23/2021-From committee: Do pass and re-refer to Com. on H. & C.D. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (June 23). Re-referred to Com. on H. & C.D.	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 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.		Communications And Conveyance (text 4/19/2021) Support Oppose
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.		

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SB 771 Becker D Sales and Use Tax Law: zero emissions vehicle exemption.	5/26/2021-A. DESK 5/26/2021-Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	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, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.		Governance And Finance (text 5/3/2021) Support Edison International and Affiliates, Including Southern California Edison Oppose California State Association of Counties
SB 780 Cortese D Local finance: public investment authorities.	6/9/2021-A. H. & C.D. 6/21/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.	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 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, as defined, to		Local Government (text 5/3/2021) Support California Association for Local Economic Development California Building Industry Association California Business Properties Association California Forward Action Fund

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		<p>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.</p>		<p>City of Concord City of Lakewood City of Lynwood City of San Diego County of Monterey Desert Valley Builders Association Inland Valley Development Agency Keyser Marston Associates, INC. League of California Cities Luis Alejo, District One, Monterey County Board of Supervisors RSG, INC. San Francisco Bay Area Planning and Urban Research Association (SPUR) Southern California Edison Southwest California Legislative Council West Sacramento</p>

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				Oppose None
SB 798 Wieckowski D Trade Corridor Enhancement Account.	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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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
S. 1931 Sen. Tom Carper (D- DE)	“The Surface Transportation Reauthorization Act of 2021” Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.	5/26/21 – adopted by the Senate Committee on Environment and Public Works
S. 1172 Sen. Ed Markey (D – MA)	“Freedom to Move Act” 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.	4/15/21 – Introduced in the Senate
H.R. 2287 Rep. Ayanna Pressley (D - MA)	“Freedom to Move Act” 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.	3/29/21 – Introduced in the House

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<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</p> <p>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>
<p>H.R. 6800 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 	<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>administrative leave of operations or contractor personnel due to reductions in service”.</p> <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>H. R. 748 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;</p>	<p>3/27/2020 – Signed into law by the President</p>

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	<p>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. 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; 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>	
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<p>H.R. 1865</p> <p>U.S. Representative Bill Pascrell (D – NJ)</p>	<p>FURTHER CONSOLIDATED APPROPRIATIONS ACT, 2020</p> <p>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</p> <p>Senator James Inhofe (R – OK)</p>	<p>NATIONAL DEFENSE AUTHORIZATION ACT</p> <p>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>
<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>THE TRANSIT WORKER AND PEDESTRIAN PROTECTION ACT</p>	<p>7/29/18 – Metro Board approves Support Work With Author position for a similar bill</p>

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<p>U.S. Representative Grace Napolitano (D- CA)</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>House - Referred to the Subcommittee on Highways and Transit</p>
<p>Senate Bill 2164 Rep. Julia Brownley (D- Ventura County)</p>	<p>THE GREEN BUS ACT OF 2019 The bill would increase funding for the federal zero-emission bus grant programs. The bill would also give preference to agencies that have an approved plan to move their bus fleets to all zero emission buses. Lastly, the bill would require that all federal funding be restricted to only zero-emission buses by 2029.</p>	<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</p>	<p>9/26/19: Board adopts a Support position</p>

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	contracts. The bill also develops new best value procurement standards that give preference to bids that use the U.S. Employment Plan.	
Senate Bill 2302	America’s Transportation Infrastructure Act of 2019	
U.S. Senator John Barrasso (R-WY)	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.	9/26/19: Board adopts a Work with Author position

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