

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 5</u> <u>Gonzalez D</u></p> <p>Worker status: independent contractors.</p>	<p>ASSEMBLY PRINT 12/4/2018 - From printer. May be heard in committee January 3.</p>	<p>Existing law, as established in the case of <i>Dynamex Operations West, Inc. v. Superior Court of Los Angeles</i> (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee. Existing law requires a 3-part test, commonly known as the “ABC” test, to establish that a worker is independent contractor. This bill would state the intent of the Legislature to include provisions within this bill would codify the decision in the Dynamex case and clarify its application.</p>	
<p><u>AB 40</u> <u>Ting D</u></p> <p>Zero-emission vehicles: comprehensive strategy.</p>	<p>ASSEMBLY TRANSPORTATION. 1/24/2019 - Referred to Com. on TRANSPORTATION and NATURAL RESOURCES.</p>	<p>Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law required the state board to develop and adopt regulations that achieve the maximum feasible reduction of greenhouse gases emitted by passenger vehicles, light-duty trucks, and any other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. This bill, no later than January 1, 2021, would require the state board to develop a comprehensive strategy to ensure that the sales of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles, as defined, by 2040, as specified.</p>	
<p><u>AB 47</u> <u>Daly D</u></p> <p>Driver records: points: distracted driving.</p>	<p>ASSEMBLY TRANSPORTATION. 1/24/2019 - Referred to Com. on TRANSPORTATION. 3/11/2019 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair</p>	<p>Existing law prohibits a person from driving a motor vehicle while using a wireless telephone unless that telephone is specifically designed and configured to allow hands-free listening and talking, and is used in that manner while driving. Existing law also prohibits a person from driving while holding and operating a handheld wireless telephone or an electronic wireless communications device unless the telephone or device is specifically designed and configured to allow voice-operated and hands-free operation, and is used in that manner while driving. A person who is 18 years of age or younger is prohibited from driving while using a wireless telephone or an electronic wireless communications device, even if equipped with a hands-free device. This bill would abolish that exemption for violations occurring on or after January 1, 2021, and would expressly make those electronic device violations subject to a violation point against the driver’s record. This bill contains other related provisions and other existing laws. Last Amended on 1/23/2019</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 51</u> <u>Gonzalez D</u></p> <p>Employment discrimination: enforcement.</p>	<p>ASSEMBLY L. & E. 1/17/2019 - Referred to Coms. on L. & E. and JUD. 3/6/2019 1:30 p.m. - State Capitol, Room 447 ASSEMBLY LABOR AND EMPLOYMENT, KALRA, Chair</p>	<p>Existing law imposes various restrictions on employers with respect to contracts and applications for employment. A violation of those restrictions is a misdemeanor. This bill would prohibit a person from, as a condition of employment, continued employment, the receipt of any employment-related benefit, or as a condition of entering into a contractual agreement, prohibiting an applicant for employment, employee, or independent contractor from disclosing to any person an instance of sexual harassment that the employee or independent contractor suffers, witnesses, or discovers in the workplace or in the performance of the contract, or otherwise opposing any lawful practice, or from exercising any right or obligation or participating in any investigation or proceeding with respect to unlawful harassment or discrimination. The bill would also prohibit an employer from requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment, as a condition of employment, continued employment, the receipt of any employment-related benefit, or as a condition of entering into a contractual agreement. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 176</u> <u>Cervantes D</u></p> <p>California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.</p>	<p>ASSEMBLY NAT. RES. 2/25/2019 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.</p>	<p>Existing sales and use tax laws impose taxes 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. This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects until January 1, 2031, and would extend the sales and use tax exclusion until January 1, 2031. This bill contains other existing laws. Last Amended on 2/25/2019</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 185</u> <u>Grayson D</u></p> <p>California Transportation Commission: transportation policies: joint meetings.</p>	<p>ASSEMBLY TRA NS. 2/4/2019 - Referred to Com. on TRANS.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. Existing law requires the commission and the State Air Resources Board to hold at least 2 joint meetings per calendar year to coordinate their implementation of transportation policies. This bill would require the Department of Housing and Community Development to participate in those joint meetings.</p>	
<p><u>AB 196</u> <u>Gonzalez D</u></p> <p>Paid family leave.</p>	<p>ASSEMBLY PRI NT 1/11/2019 - From printer. May be heard in committee February 10.</p>	<p>Existing law establishes, within the state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits to workers who take time off work to care for a seriously ill family member or to bond with a minor child within one year of birth or placement, as specified. This bill would state the Legislature's intent to enact legislation that would expand the paid family leave program in order to provide a 100% wage replacement benefit for workers earning \$100,000 or less annually.</p>	
<p><u>AB 226</u> <u>Mathis R</u></p> <p>Transportation funds: transit operators: fare revenues.</p>	<p>ASSEMBLY TRA NS. 2/4/2019 - Referred to Com. on TRANS.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 249</u> <u>Choi R</u></p> <p>Public employers: employee organizations.</p>	<p>ASSEMBLY P.E. & R. 2/7/2019 - Referred to Com. on P.E. & R.</p>	<p>Existing law prohibits the state and specified local public employers from deterring or discouraging public employees and applicants to be public employees from becoming or remaining members of an employee organization, authorizing representation by an employee organization, or authorizing dues or fee deductions to an employee organization. Existing law grants the Public Employment Relations Board jurisdiction over violations of these provisions, except as specified. This bill would prohibit a public employer from deterring or discouraging a public employee or an applicant to be a public employee from opting out of becoming or remaining a member of an employee organization. The bill would prohibit a public employer from taking adverse action against a public employee or applicant to be a public employee who opts out of becoming or remaining a member of an employee organization and would specify that adverse action includes reducing a public employee's current level of pay or benefits.</p>	
<p><u>AB 252</u> <u>Daly D</u></p> <p>Department of Transportation: environmental review process: federal program.</p>	<p>ASSEMBLY TRANSPORTATION. 2/7/2019 - Referred to Com. on TRANSPORTATION. 3/11/2019 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair</p>	<p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2020, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the program. This bill would extend the operation of these provisions indefinitely.</p>	
<p><u>AB 254</u> <u>Quirk-Silva D</u></p> <p>Alternative fuel vehicles: flexible fuel vehicles.</p>	<p>ASSEMBLY TRANSPORTATION. 2/11/2019 - Referred to Coms. on TRANSPORTATION and NATURAL RESOURCES.</p>	<p>(1)Existing law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would authorize the joint committee to recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 285</u> <u>Friedman D</u></p> <p>California Transportation Plan.</p>	<p>ASSEMBLY TR NS. 2/11/2019 - Referred to Com. on TRANS. and NAT. RES.</p>	<p>Existing law requires the Department of Transportation to prepare the California Transportation Plan for submission to the Governor and the Legislature, to complete the first update to the plan by December 31, 2015, and to update the plan every 5 years thereafter. Existing law requires the plan to consider various subject areas for the movement of people and freight, including environmental protection and quality of life. Existing law also requires the plan to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 levels by 2050 and to identify the statewide integrated multimodal transportation system needed to achieve greenhouse gas emission reductions. Existing law also requires the California Transportation Commission to review the plan and make certain recommendations for transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016, and every 5 years thereafter. This bill would require the department to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require the department to include specified information in the plan, including, among other things, a review, conducted in consultation with the Strategic Growth Council, of the potential impacts and opportunities for coordination of specified grant programs and recommendations for the improvement of the grant programs to better align them to meet long-term common goals. The bill would require the department to complete an interim report by January 31, 2022, that contains the new information required to be included in the 3rd and subsequent updates to the plan. The bill would add environmental justice to the subject areas that the plan is required to consider for the movement of people and freight. The bill would require the California Transportation Commission to discuss its recommendations for transportation system improvements at a specified joint meeting with the State Air Resources Board before submitting those recommendations in the required report to the Legislature and the Governor.</p>	
<p><u>AB 287</u> <u>Voepel R</u></p> <p>Public employees’ retirement: annual audits.</p>	<p>ASSEMBLY P.E. & R. 2/7/2019 - Referred to Com. on P.E. & R.</p>	<p>Existing law creates state and local public pension and retirement systems that provide pension benefits based on age at retirement, service credit, and final compensation. Existing law requires each state and local public pension or retirement system, on and after the 90th day following the completion of the annual audit of the system, to provide a concise annual report on the investments and earnings of the system, as specified, to any member who makes a request and pays a fee, if required, for the costs incurred in preparation and dissemination of that report. This bill would also require each state and local pension or retirement system to post a concise annual audit of the information described above on that system’s internet website no later than the 90th day following the audit’s completion. By imposing new duties on local retirement systems, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 289</u> <u>Fong R</u></p> <p>Public records appeals: ombudsman.</p>	<p>ASSEMBLY PRI NT 1/29/2019 - From printer. May be heard in committee February 28.</p>	<p>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 declare the intent of the Legislature to enact legislation that would establish an ombudsman within the California State Auditor’s Office who would serve as the appeals body for all requests related to the California Public Records Act. This bill contains other existing laws.</p>	
<p><u>AB 291</u> <u>Chu D</u></p> <p>Emergency preparedness.</p>	<p>ASSEMBLY PRI NT 1/29/2019 - From printer. May be heard in committee February 28.</p>	<p>The California Emergency Services Act creates within the office of the Governor the Office of Emergency Services, which is responsible for the state’s emergency and disaster response services, as specified. Existing federal law requires a state mitigation plan as a condition for disaster assistance and authorizes the Federal Emergency Management Agency to condition mitigation grant assistance upon state, local, and Indian tribal governments undertaking coordinated disaster mitigation planning and implementation measures. This bill would state the intent of the Legislature to enact legislation that would establish a Local Emergency Preparedness and Hazard Mitigation Fund to support staffing, planning, and other emergency mitigation priorities that helps local governments meet emergency preparedness goals and to boost emergency management programs throughout the state that remain underfunded or neglected.</p>	
<p><u>AB 296</u> <u>Cooly D</u></p> <p>Climate change: Climate Innovation Commission.</p>	<p>ASSEMBLY NA T. RES. 2/7/2019 - Referred to Com. on NAT. RES.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission to develop and implement the Electric Program Investment Charge program for the purpose of awarding funds to projects that may lead to technological advancement and breakthroughs to overcome barriers that prevent the achievement of the state’s statutory energy goals and that may result in a portfolio of projects that are strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. This bill would establish the Climate Innovation Grant Program, to be administered by the Climate Innovation Commission, which the bill would establish in the Natural Resources Agency. The program would award grants in the form of matching funds for the development and research of new innovations and technologies to address issues related to emissions of greenhouse gases and impacts caused by climate change. The bill would establish the Climate Innovation Fund, a special fund, in the State Treasury and would continuously appropriate the moneys in the fund to the commission for purposes of the program. The bill would repeal the program and the commission on January 1, 2031.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p>AB 314 Bonta D</p> <p>Public employment: labor relations: release time.</p>	<p>ASSEMBLY P.E. & R. 2/11/2019 - Referred to Com. on P.E. & R. 3/20/2019 9 a.m. - State Capitol, Room 444 ASSEMBLY PUBLIC EMPLOYMENT AND RETIREMENT, R ODRIGUEZ, Chair</p>	<p>Existing law, including the Meyers-Miliias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes other requirements relating to labor relations that are applicable to specified transit agencies. These acts grant specified public employees the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others, and to serve as a representative of the exclusive representative for new employee orientations. The bill would require the exclusive representative to provide reasonable notice requesting an absence in this connection. The bill would specify that its provisions prescribe minimum release time rights and would prescribe requirements regarding the relation of its provisions to other labor agreements that address release time. The bill would prohibit the Public Employment Relations Board from enforcing these provisions with regard to public transit workers that are not otherwise subject to the board's jurisdiction.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 352</u> <u>Garcia, Eduardo D</u></p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan: Transformative Climate Communities Program.</p>	<p>ASSEMBLY NA T. RES. 2/11/2019 - Referred to Com. on NAT. RES.</p>	<p>(1)The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, beginning July 1, 2020, would require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 371</u> <u>Frazier D</u></p> <p>Transportation: freight: statewide economic vitality assessment.</p>	<p>ASSEMBLY J., E.D. & E. 2/15/2019 - Referred to Coms. on J., E.D., & E. and TRANS.</p>	<p>The Economic Revitalization Act establishes the Governor’s Office of Business and Economic Development, also known as GO-Biz, to serve as the Governor’s lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. The act authorizes the office, among other things, to make recommendations to the Governor and the Legislature regarding policies, programs, and actions to advance statewide economic goals. This bill would require GO-Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 397</u> <u>Chau D</u></p> <p>Vehicles: driving under the influence: cannabis.</p>	<p>ASSEMBLY PUB . S. 2/15/2019 - Referred to Com. on PUB. S.</p>	<p>Existing law prohibits a person who is under the influence of alcohol, drugs, or the combined influence of alcohol or drugs from driving a vehicle. Existing law also prohibits a person from driving under the influence and proximately causing bodily harm to another person, as specified. Existing law defines a drug, for purposes of these provisions, as any substance or combination of substances other than alcohol that can affect the nervous system, brain, or muscles of a person in a manner that impairs the ability to safely drive a vehicle. This bill would recast these provisions to make driving under the influence of cannabis, or driving under the combined influence of cannabis and another drug, each a separate offense, but with no changes to the penalty. This bill contains other related provisions.</p>	
<p><u>AB 401</u> <u>Flora R</u></p> <p>Vehicles: driving under the influence.</p>	<p>ASSEMBLY PUB . S. 2/15/2019 - Referred to Com. on PUB. S.</p> <p>3/12/2019 9 a.m. - State Capitol, Room 126 ASSEMBLY PUBLIC SAFETY, JONES- SAWYER, Chair</p>	<p>Under existing law, if a person is convicted of driving under the influence and the offense occurred within 10 years after 3 or more other violations for driving under the influence that resulted in specified convictions, that person has committed an offense punishable as either a misdemeanor or a felony, and the person shall have their privilege to drive revoked. This bill would additionally make a conviction for driving under the influence that occurs within 10 years after 4 or more previous specified convictions, a felony. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 418</u> <u>Kalra D</u></p> <p>Evidentiary privileges: union agent-represented worker privilege.</p>	<p>ASSEMBLY JUD . 2/15/2019 - Referred to Com. on JUD.</p>	<p>Existing law governs the admissibility of evidence in court proceedings and generally provides a privilege as to communications made in the course of certain relations, including the attorney-client, physician-patient, and psychotherapist-patient relationship, as specified. Under existing law, the right of any person to claim those evidentiary privileges is waived with respect to a communication protected by the privilege if any holder of the privilege, without coercion, has disclosed a significant part of the communication or has consented to a disclosure. This bill would establish a privilege between a union agent, as defined, and a represented employee or represented former employee to refuse to disclose any confidential communication between the employee or former employee and the union agent made while the union agent was acting in the union agent's representative capacity, except as specified. The bill would permit a represented employee or represented former employee to prevent another person from disclosing a privileged communication, except as specified. The bill would further provide that this privilege may be waived in accordance with existing law and does not apply in criminal proceedings.</p>	
<p><u>AB 471</u> <u>Fong R</u></p> <p>Driver's licenses and identification cards: renewal notices.</p>	<p>ASSEMBLY TRA NS. 2/21/2019 - Referred to Com. on TRANS.</p>	<p>Existing law provides for the issuance and renewal of driver's licenses and identification cards by the Department of Motor Vehicles. Existing law sets the expiration date of a driver's license as the 5th birthday of the applicant following the date of the application for the license, and of an identification card as the 6th birthday of the applicant following the date of application for the identification card, except as specified. This bill would require the department to notify the holder of a driver's license or identification card of the date that the license or card is set to expire, at least 90 days before that expiration date, and would require the department to indicate the fact that the required notice was mailed by a notation in the department's records.</p>	
<p><u>AB 477</u> <u>Cervantes D</u></p> <p>Emergency preparedness: vulnerable populations.</p>	<p>ASSEMBLY PRI NT 2/13/2019 - From printer. May be heard in committee March 15.</p>	<p>The California Emergency Services Act creates, within the office of the Governor, the Office of Emergency Services, which is responsible 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. Existing law authorizes cities, cities and counties, and counties to create disaster councils, by ordinance, to develop plans for meeting any condition constituting a local emergency or state of emergency, including, but not limited to, earthquakes, natural or manmade disasters specific to that jurisdiction, or state of war emergency. This bill would state the intent of the Legislature to enact legislation that would ensure that state and local emergency management preparedness efforts, specifically for transportation, include people with disabilities, people with mental illness, and seniors.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 510</u> <u>Cooley D</u></p> <p>Local government records: destruction of records.</p>	<p>ASSEMBLY L. GOV. 2/21/2019 - Referred to Com. on L. GOV.</p>	<p>Existing law authorizes the head of a department of a county or city, or the head of a special district to destroy recordings of routine video monitoring maintained by that county, city, or special district after one year if that person receives approval from the legislative body and the written consent of the agency attorney. Existing law authorizes the head of a department of a county or city, or the head of a special district to destroy recordings of telephone and radio communications maintained by that county, city, or special district after 100 days if that person receives approval from the legislative body and the written consent of the agency attorney. This bill would exempt the head of a department of a county or city, or the head of a special district from these recording retention requirements if the county, city, or special district adopts a records retention policy governing recordings of routine video monitoring and recordings of telephone and radio communications.</p>	
<p><u>AB 578</u> <u>Mullin D</u></p> <p>Electronic toll and transit fare collection systems: personally identifiable information of subscribers.</p>	<p>ASSEMBLY PRINT 2/15/2019 - From printer. May be heard in committee March 17.</p>	<p>Existing law prohibits a transportation agency from selling or providing personally identifiable information of a person obtained through the person's subscription to an electronic toll collection system or electronic transit fare collection system, or through the person's use of a toll facility that employs an electronic toll collection system. Existing law exempts certain activities from this prohibition, including the use of certain personally identifiable information for purposes of a communication from a transportation agency or a contracted third-party vendor to subscribers of those systems about certain products and services, if the transportation agency has received the subscriber's express written consent to receive the communications. This bill would make nonsubstantive changes to these provisions.</p>	
<p><u>AB 589</u> <u>Gonzalez D</u></p> <p>Employment: unfair immigration-related practices.</p>	<p>ASSEMBLY L. & E. 2/25/2019 - Referred to Coms. on L. & E. and JUD.</p>	<p>(1) Under existing law, it is unlawful for an employer or any other person or entity to engage in, or to direct another person or entity to engage in, unfair immigration-related practices against any person for the purpose of, or with the intent of, retaliating against any person for exercising any right protected under the Labor Code or by any local ordinance applicable to employees, as specified. This bill would make it unlawful for an employer to knowingly destroy, conceal, remove, confiscate, or possess any actual or purported passport or other immigration document, or any other actual or purported government identification document of another person in the course of committing, or with the intent to commit, trafficking, peonage, slavery, involuntary servitude, or a coercive labor practice. The bill would impose specified civil and criminal penalties for a violation. The bill would also authorize the Labor Commissioner to issue a citation for a violation, as prescribed. By imposing criminal penalties, the bill would impose a state-mandated local program. The bill would require an employer to post a prescribed workplace notice with information including the right to maintain custody and control of immigration documents and that the withholding of immigration documents by an employer is a crime. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 625</u> <u>Kalra D</u></p> <p>Service contracts: public transit: collection and transportation of solid waste: retention of employees.</p>	<p>ASSEMBLY PRI NT 2/19/2019 - From printer. May be heard in committee March 21.</p>	<p>Existing law imposes requirements on certain local government agencies that award or otherwise enter into contracts for public transit services or for the collection and transportation of solid waste, relating to the retention of employees of the prior contractor or subcontractor. Existing law requires such a local government agency letting a contract out to bid to give a 10% preference to a bidder who agrees to retain employees for a specified period, as prescribed. Specific provisions apply only to service contracts for the collection and transportation of solid waste. This bill would expand the application of these provisions to a state agency that enters into such a contract.</p>	
<p><u>AB 628</u> <u>Bonta D</u></p> <p>Employment: victims of sexual harassment: protections.</p>	<p>ASSEMBLY L. & E. 2/25/2019 - Referred to Coms. on L. & E. and JUD.</p>	<p>(1)Existing law prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking and who takes time off from work to obtain, or attempt to obtain, any relief to help ensure the health, safety, or welfare of the victim or his or her child. Existing law also prohibits an employer from discriminating or retaliating against an employee who is a victim of domestic violence, sexual assault, or stalking because of the employee’s status as a victim, if the employer has notice or knowledge of that status. Existing law additionally prohibits an employer with 25 or more employees from discharging, or discriminating or retaliating against an employee who is a victim, in this regard, who takes time off to obtain specified services or counseling. Existing law makes it a misdemeanor for an employer to refuse to rehire, promote, or restore an employee who has been determined to be so eligible by a grievance procedure or legal hearing. This bill would extend these employment protections to victims of sexual harassment, as defined. The bill would also extend these employment protections to family members, as defined, of the victims for taking time off from work to provide assistance to the victims when seeking relief or obtaining those services and counseling, as described above. The bill would apply these protections to state and local public employers and to the Legislature. By expanding the definition of a crime, this bill would impose a state-mandated local program. The bill would extend confidentiality protections provided to victims in this context, which existing law applies only to people employed by employers with 25 or more employees, to employers generally. The bill would make conforming changes. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 659</u> <u>Mullin D</u></p> <p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p>	<p>ASSEMBLY TRA NS. 2/25/2019 - Referred to Com. on TRANS.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act, and would authorize the commission to revise them as necessary. The bill would make the implementation of the program contingent upon an appropriation in the annual budget act.</p>	
<p><u>AB 672</u> <u>Cervantes D</u></p> <p>Public employees' retirement: disability retirement: reinstatement.</p>	<p>ASSEMBLY PRI NT 2/19/2019 - From printer. May be heard in committee March 21.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System, which provides pension and other benefits to members of the system and prescribes conditions for service after retirement. PERL and the California Public Employees' Pension Reform Act of 2013 establish various limits on retirement benefits generally applicable to a public employee retirement system, and prescribes, among other things, limits on service after retirement without reinstatement into the applicable retirement system. This bill would prohibit a person who has retired for disability from being employed by any employer without reinstatement from retirement if the position is the position from which the person retired or if the position includes duties or activities that the person was previously restricted from performing at the time of retirement, unless an exception applies. The bill would require, if a person retired for disability is employed by an employer without reinstatement, an employer to provide to the board the nature of the employment and the duties and activities the person will perform. This bill contains other existing laws.</p>	
<p><u>AB 673</u> <u>Carrillo D</u></p> <p>Failure to pay wages: penalties.</p>	<p>ASSEMBLY PRI NT 2/19/2019 - From printer. May be heard in committee March 21.</p>	<p>Existing law provides for a civil penalty, in addition to, and entirely independent and apart from other penalties, on every person who fails to pay the wages of each employee, as specified, and requires the Labor Commissioner to recover that penalty. Existing law requires that a specified percentage of the penalty recovered under that provision be paid into a fund within the Labor and Workforce Development Agency dedicated to educating employers about state labor laws and that the remainder be paid into the State Treasury to the credit of the General Fund. This bill would also authorize the affected employee, as defined, to bring an action to recover civil penalties against the employer in an amount equal to the penalties provided by the Labor Commissioner described above. The bill would provide that the affected employee could bring this action as either a civil action or as part of the administrative action before the Labor Commissioner.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 676</u> <u>Frazier D</u></p> <p>California Transportation Commission: annual report.</p>	<p>ASSEMBLY PRINT 2/19/2019 - From printer. May be heard in committee March 21.</p>	<p>Existing law establishes in state government the California Transportation Commission with specified powers and duties relative to the programming of transportation capital improvement projects and other related matters. Existing law requires the commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations and identifying timely and relevant transportation issues facing the state. This bill would instead require the commission to adopt and submit the annual report by December 31 of each year.</p>	
<p><u>AB 752</u> <u>Gabriel D</u></p> <p>Public transit: transit centers: lactation rooms.</p>	<p>ASSEMBLY PRINT 2/20/2019 - From printer. May be heard in committee March 22.</p>	<p>Existing law imposes various requirements on transit operators. This bill would state the intent of the Legislature to enact future legislation to expand access to lactation rooms in transit centers.</p>	
<p><u>AB 784</u> <u>Mullin D</u></p> <p>Corporation taxes.</p>	<p>ASSEMBLY PRINT 2/20/2019 - From printer. May be heard in committee March 22.</p>	<p>The Corporation Tax Law imposes taxes upon a corporation doing business in this state, according to, or measured by, net income, as specified. The Corporation Tax Law, in modified conformity to a credit allowed under federal law, allows a credit against taxes imposed by that law for increasing research activities, as described. This bill would make nonsubstantive changes to the provisions allowing that credit.</p>	
<p><u>AB 851</u> <u>Cooper D</u></p> <p>Drug masking products.</p>	<p>ASSEMBLY PRINT 2/21/2019 - From printer. May be heard in committee March 23.</p>	<p>Existing law generally prohibits the unauthorized use, possession, and sale of controlled substances, and regulates programs and facilities that provide treatment and other services to persons affected by narcotic, alcohol, and other drug abuse. Under existing law, it is unlawful to deliver, furnish, or transfer, possess with intent to deliver, furnish, or transfer, or manufacture with intent to deliver, furnish, or transfer, drug paraphernalia, as defined, knowing, or under circumstances where a person reasonably should know, that it will be used to engage in specified acts relating to controlled substances. This bill would prohibit a person from distributing, delivering, or selling, or possessing with intent to distribute, deliver, or sell, a drug masking product. The bill would define a "drug masking product" to mean synthetic urine, as defined, or any other substance designed to be added to human urine or hair for the purpose of defrauding an alcohol or drug screening test.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 867</u> <u>Wood D</u></p> <p>Department of Motor Vehicles.</p>	<p>ASSEMBLY PRI NT 2/21/2019 - From printer. May be heard in committee March 23.</p>	<p>Existing law authorizes the Department of Motor Vehicles to assess and collect certain fees, including an annual fee for the registration of a vehicle. This bill would require the department, by no later than July 1, 2020, to accept credit cards as payment for any fees at all of its field offices. The bill would also require the department, by no later than July 1, 2020, to allow annual vehicle registration fees to be paid in monthly, bimonthly, or semiannual installment payments. The bill would require the department to adopt regulations to implement the acceptance of installment payments.</p>	
<p><u>AB 880</u> <u>Obernolte R</u></p> <p>Transportation network companies: participating drivers: criminal background checks.</p>	<p>ASSEMBLY PRI NT 2/21/2019 - From printer. May be heard in committee March 23.</p>	<p>(1)The Passenger Charter-party Carriers' Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using a personal vehicle. Existing law requires a transportation network company to conduct, or have a third party conduct, a local and national criminal background check for each participating driver, as specified, and prohibits a transportation network company from contracting with, employing, or retaining a driver if the driver, among other things, is currently registered on the United States Department of Justice National Sex Offender Public website, has been convicted of any of certain terrorism-related felonies or a violent felony or, within the previous 7 years, has been convicted of any misdemeanor assault or battery, any domestic violence offense, driving under the influence of alcohol or drugs, or any of a specified list of felonies. A violation of the act is a misdemeanor punishable by a fine, imprisonment, or both a fine and imprisonment. This bill would correct erroneous cross-references to code sections and instead add a felony conviction of securities fraud as a separate crime for which a transportation network company is prohibited from contracting with, employing, or retaining a driver if that driver was convicted of that offense within the previous 7 years. By expanding the crimes for which a transportation network company is prohibited from contracting with, employing, or retaining a driver who is convicted of those crimes, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 923</u> <u>Wicks D</u></p> <p>Bay Area Rapid Transit District: electricity procurement and delivery.</p>	<p>ASSEMBLY PRINT 2/21/2019 - From printer. May be heard in committee March 23.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law authorizes the San Francisco Bay Area Rapid Transit District (BART) system to elect to obtain electricity from multiple sources, including (1) preference power purchased from a federal power marketing agency or its successor, (2) electricity purchased from a local publicly owned electric utility, and (3) electricity generated by an eligible renewable energy resource, as defined. Existing law requires any electrical corporation that owns and operates transmission and distribution facilities that deliver electricity to BART, upon request by BART, to deliver electricity from those sources without discrimination or delay. This bill would additionally authorize BART to elect to obtain electricity purchased from an electrical corporation or marketer, as defined, and electricity purchased through a market operated by the Independent System Operator or any other electricity market.</p>	
<p><u>AB 931</u> <u>Boerner Horvath D</u></p> <p>State and local boards and commissions: representation: appointments.</p>	<p>ASSEMBLY PRINT 2/21/2019 - From printer. May be heard in committee March 23.</p>	<p>Existing law establishes various boards and commissions within state government. Under existing law, it is the policy of the State of California that the composition of these state boards and commissions broadly reflect the general public, including ethnic minorities and women. Under existing law, the Governor and other appointing authorities are responsible for nominating to these boards and commissions persons of different backgrounds, abilities, interests, and opinions. This bill, on and after January 1, 2025, would require the composition of each state and local board and commission with appointed members to have a specified minimum number of women board members or commissioners based on the total number of board members or commissioners on that board. The bill would also require the office of the Governor, with respect to those boards and commissions, to collect and release, annually, at a minimum, aggregated demographic data provided by state and local board and commission applicants, nominees, and appointees. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 945</u> <u>McCarty D</u></p> <p>Local government: financial affairs: surplus funds.</p>	<p>ASSEMBLY PRINT 2/21/2019 - From printer. May be heard in committee March 23.</p>	<p>Existing law prescribes the instruments and criteria by which a local agency, as defined, may invest and deposit its funds, including its surplus funds. Existing law, until January 1, 2021, authorizes a local agency, under certain conditions, to invest up to 30% of the agency's surplus funds in deposits at specified types of financial institutions that use a private sector entity to assist in the placement of deposits, as specified. Existing law, on and after January 1, 2021, authorizes a local agency, under certain conditions, to invest up to 30% of the agency's surplus funds in certificates of deposit at specified types of financial institutions. This bill would instead, commencing January 1, 2020, authorize a local agency to invest and deposit the agency's surplus funds in deposits at specified types of financial institutions whether those investments are certificates of deposit or another form, and would increase the percentage of the local agency's funds that can be invested to 50%. The bill would make additional conforming changes.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 970</u> <u>Salas D</u></p> <p>California Department of Aging: grants: transportation.</p>	<p>ASSEMBLY PRINT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>Existing law, the California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available for appropriation. This bill would require the department to administer a grant program to receive applications from area agencies on aging to fund transportation to and from nonemergency medical services for older individuals with disabilities who reside in rural, desert, or mountain areas within a planning and service area, for the purpose of reducing greenhouse gas emissions. The bill would require that transportation be made available using the purchase, lease, or maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12, or 15 passengers. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 983</u> <u>Boerner Horvath D</u></p> <p>Transportation electrification.</p>	<p>ASSEMBLY PRINT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. The commission is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. This bill would require an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill would authorize an electrical corporation to file an application with the PUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations. The bill would require the application to prioritize the installment of charging stations in disadvantaged communities, as defined. The bill would require the PUC to review, modify, if appropriate, and decide whether to approve an application filed by an electrical corporation and supported by the local or regional planning agency. The bill would authorize an electrical corporation to propose a cost allocation methodology that allocates costs in a reasonable manner and would require the PUC to approve the cost allocation methodology if the commission finds that the application would minimize overall costs and maximize overall benefits and is in the interests of ratepayers. The bill would require that the charging stations be installed by the utility workforce, or by workers who are paid the prevailing wage for all program-related work. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 992</u> <u>Mullin D</u></p> <p>Open meetings: local agencies: social media.</p>	<p>ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and expressly excludes certain activities from the application of the act. This bill would provide that the act does not apply to the posting, commenting, liking, interaction with, or participation in, internet-based social media platforms that are ephemeral, live, or static, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1025</u> <u>Grayson D</u></p> <p>Transit and Intercity Rail Capital Program.</p>	<p>ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.</p>	
<p><u>AB 1056</u> <u>Garcia, Eduardo D</u></p> <p>Regional transportation plans: State Air Resources Board: report.</p>	<p>ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan. Existing law requires the regional transportation plan to include, among other things, a sustainable communities strategy or alternative planning strategy prepared by each metropolitan planning organization, as specified, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law requires the state board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. This bill would instead require this report to be prepared every 2 years.</p>	
<p><u>AB 1089</u> <u>Stone, Mark D</u></p> <p>Local transportation funds: transit operators.</p>	<p>ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator’s total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on the farebox ratio.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1112</u> <u>Friedman D</u></p> <p>Transportation and land use.</p>	<p>ASSEMBLY PRINT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>Existing law, the Planning and Zoning Law, requires a county or city, including charter cities, to adopt a comprehensive, long-term general plan for the physical development of the county or city and requires that the general plan contain certain mandatory elements, including a circulation element. Existing law requires the circulation element to be modified to plan for a balanced, multimodal transportation network that meets the needs of all uses of streets, roads, and highways for safe and convenient travel. Existing law defines users of streets, roads, and highways to include, among others, bicyclists, children, and pedestrians. This bill would express the intent of the Legislature to enact legislation to encourage the use of micro-mobility transportation.</p>	
<p><u>AB 1115</u> <u>Quirk-Silva D</u></p> <p>State Air Resources Board: climate action plans.</p>	<p>ASSEMBLY PRINT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to 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 state the intent of the Legislature to enact legislation that directs the state board to support local governments on specific components of those local governments' climate action plans.</p>	
<p><u>AB 1142</u> <u>Friedman D</u></p> <p>Strategic Growth Council: transportation pilot projects: regional transportation plans.</p>	<p>ASSEMBLY PRINT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>(1)The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, an initiative measure approved by the voters as Proposition 84 at the November 7, 2006, statewide general election, makes \$5,388,000,000 in bond funds available for safe drinking water, water quality and supply, flood control, natural resource protection, and park improvements. Existing law establishes the Strategic Growth Council and appropriated \$500,000 from the funding provided by the bond act to the Natural Resources Agency to support the council and its activities. The council is required to manage and award grants and loans to specified local entities for the purpose of developing, adopting, or implementing a regional plan or other planning instrument with specified elements to support the planning and development of sustainable communities. This bill would require the Strategic Growth Council, in consultation with the State Air Resources Board, to manage and award financial assistance to specified local entities for the purpose of funding pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. The bill would require a local entity that receives funding for a pilot project to provide data regarding the reduction of vehicle miles traveled by the project to the board for use in a specified report. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<u>AB 1184</u> <u>Gloria D</u> Public records.	ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.	The California Public Records Act requires a public agency, defined to mean any state or local agency, to make public records available for inspection, subject to certain exceptions. The act requires any agency that has any information that constitutes a public record not exempt from disclosure, to make that public record available in accordance with certain procedures. Existing law authorizes cities, counties, and special districts to destroy or to dispose of duplicate records that are less than two years old when they are no longer required by the city, county, or special district, as specified. This bill would state the intent of the Legislature to enact legislation relating to the retention of records by public agencies.	
<u>AB 1198</u> <u>Stone, Mark D</u> Public employees' retirement: pension reform: excepted employees.	ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.	The California Public Employees' Pension Reform Act of 2013 (PEPRA), among other things, establishes new retirement formulas, which are generally applicable to employees first employed on or after January 1, 2013, and which a public employer offering a defined benefit pension plan is prohibited from exceeding. PEPRA excepts certain public employees from its provisions. This bill would make nonsubstantive changes to this provision.	
<u>AB 1208</u> <u>Ting D</u> Energy storage systems.	ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires the commission to open a proceeding to determine appropriate targets, if any, for each load-serving entity, as defined, to procure viable and cost-effective energy storage systems to be achieved by December 31, 2015, and December 31, 2020. If determined to be appropriate, the commission is required to adopt the procurement targets by October 1, 2013, and to reevaluate the determinations not less often than once every 3 years. This bill would state the intent of the Legislature to enact legislation related to energy storage systems.	
<u>AB 1276</u> <u>Bonta D</u> Green New Deal.	ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.	Existing law establishes various environmental and economic policies. This bill would state the intent of the Legislature to enact legislation to develop and implement a Green New Deal with the objective of reaching specified environmental outcomes within the target window of 10 years from the start of execution of the plan and accomplishing certain social goals.	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1284</u> <u>Carrillo D</u></p> <p>Carbon neutrality.</p>	<p>ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to adopt a regulation defining carbon neutrality, as specified.</p>	
<p><u>AB 1286</u> <u>Muratsuchi D</u></p> <p>Shared mobility devices: agreements</p>	<p>ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.</p>	<p>Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with the city or county with jurisdiction over the area of use that requires the provider to maintain a specified amount of general liability insurance and prohibits the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean a motorized scooter, bike, skateboard, or other device. The bill would require a city or county to adopt safety rules regarding the use of the shared mobility devices in its jurisdiction before the shared mobility service provider may offer shared mobility devices for rent or use.</p>	
<p><u>AB 1316</u> <u>Gallagher R</u></p> <p>Internet: social media or search engine service: censorship.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>Existing law prohibits an internet service provider from blocking or impairing lawful internet content and applications, engaging in paid prioritization, or unreasonably interfering with a user's ability to access and use lawful internet content. This bill would prohibit a person who operates a social media internet website located in California, as defined, from removing or manipulating content from that site on the basis of the political affiliation or political viewpoint of that content.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1347</u> <u>Boerner Horvath D</u></p> <p>Electricity: renewable energy and zero-carbon resources: state and local government buildings.</p>	<p>ASSEMBLY PRINT 2/25/2019 - Read first time.</p>	<p>Existing law establishes the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. This bill would establish the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of all retail sales of electricity to state and local government buildings by December 31, 2030, and to all California end-use customers by December 31, 2045.</p>	
<p><u>AB 1350</u> <u>Gonzalez D</u></p> <p>Youth Transit Pass program.</p>	<p>ASSEMBLY PRINT 2/25/2019 - Read first time.</p>	<p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would state the intent of the Legislature to enact legislation that would create a Youth Transit Pass program for purposes of creating lifelong transit riders and reducing greenhouse gas emissions</p>	
<p><u>AB 1351</u> <u>Lackey R</u></p> <p>Transit operators: paratransit and dial-a-ride services.</p>	<p>ASSEMBLY PRINT 2/25/2019 - Read first time.</p>	<p>Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are, among other things, available for allocation by the transportation planning agency to transit operators and for community transit services. Existing law requires a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. Before approving a claim for funds available for community transit services, existing law requires a transportation planning agency to make findings that the transit operator is in compliance with the requirements applicable to providing dial-a-ride or paratransit service. Existing law prohibits a transportation planning agency from allocating any funds to a transit operator not in compliance with these provisions. This bill would also require a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to (1) determine the eligibility of an applicant for those services within 7 days following the submission of a complete application, as specified, (2) provide service to an eligible person at any requested time on a particular day in response to a request for service made the previous day, and (3) allow a person who has been determined eligible by another transit operator to submit any proof of that eligibility electronically and, upon receipt of that information, to provide service to that person. By requiring a transportation planning agency to make findings that a transit operator is in compliance with these new requirements when reviewing a claim, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1374</u> <u>Fong R</u></p> <p>Department of Transportation: state highways.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.</p>	
<p><u>AB 1413</u> <u>Gloria D</u></p> <p>Transportation: local transportation authorities: transactions and use taxes.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>Existing law authorizes the establishment of a local transportation authority in any county and authorizes the authority, with a 2/3 vote of the authority and upon approval of 2/3 of the voters, to impose a retail transactions and use tax for specified transportation purposes if a county transportation expenditure plan is adopted. This bill would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply. The bill would prohibit an authority from entering into a construction contract over \$1,000,000 that would be in part or wholly financed through a tax applicable to only a portion of the county with any entity unless the entity provides to each agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades, except as specified. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1431</u> <u>Burke D</u></p> <p>Greenhouse gases: education, career technical education, job training, and workforce development.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>Existing law requires the California Workforce Development Board, in consultation with the State Air Resources Board, to report to the Legislature on the need for increased education, career technical education, job training, and workforce development resources or capacity to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would state the intent of the Legislature to enact legislation on the need for increased education, career technical education, job training, and workforce development resources or capacity to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals in response to the report.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1442</u> <u>Rivas, Luz D</u></p> <p>California Transportation Commission.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. In order to perform its duties and functions, existing law requires the commission to organize itself into at least 4 committees: (1) the Committee on Aeronautics, which shall consider issues related to aeronautics, (2) the Committee on Streets and Highways, which shall consider issues related to streets and highways, (3) the Committee on Mass Transportation, which shall consider issues related to the movement of groups of people within urban areas, and between rural communities and between cities, and (4) the Committee on Planning, which shall be responsible for transportation planning issues, as specified. This bill would authorize rather than require the commission to organize itself into at least 4 committees.</p>	
<p><u>AB 1445</u> <u>Gloria D</u></p> <p>Climate change: emergency declaration and policy.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. Existing law establishes the Natural Resources Agency as the state agency responsible for coordinating development of the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes programs, including the Integrated Climate Adaptation and Resiliency Program and a regional climate collaborative program, to coordinate and facilitate regional and local responses to climate change. This bill would declare that it is the policy of the State of California to restore an optimal safe climate and to provide maximum protection from climate change to all people and species, globally, including the most vulnerable. The bill would state the intent of the Legislature that the state, in furtherance of that policy, undertake various immediate and large-scale efforts, including conversion of the economy to zero greenhouse gas emissions by no later than 2030, with an immediate phaseout of fossil fuels. The bill would make related legislative findings and declarations.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1515</u> <u>Friedman D</u></p> <p>California Environmental Quality Act: transit priority areas.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>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 define transit priority area to mean an area within 1/2 mile of a major transit stop that is existing or planned if the planned stop is scheduled to be completed within the planning horizon included in a transportation improvement program or an applicable regional transportation plan. This bill contains other existing laws.</p>	
<p><u>AB 1543</u> <u>Holden D</u></p> <p>Transportation funds: transit operators: fare revenues.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Existing law generally establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. Existing law provides various exceptions to the definition of "operating cost" for these purposes. This bill would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1560</u> <u>Friedman D</u></p> <p>California Environmental Quality Act: transportation: major transit stop.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA exempts from its requirements residential projects on infill sites that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other things, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This bill would revise the definition of “major transit stop” to include a bus rapid transit station, as defined, that is served by a local circulator or a local serving on-demand transit program. The bill would increase the frequency of service interval to 20 minutes. This bill contains other existing laws.</p>	
<p><u>AB 1633</u> <u>Grayson D</u></p> <p>Regional transportation plans: traffic signal optimization plans.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Existing law requires each transportation planning agency to consider and incorporate into its regional transportation plan the transportation plans of cities, counties, districts, private organizations, and state and federal agencies, as appropriate. This bill would authorize each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions and to reduce travel times, the number of stops, and fuel use. The bill would also require the Department of Transportation to coordinate with each city that develops a traffic signal optimization plan pursuant to these provisions to ensure that any traffic signals owned or operated by the department are adjusted and maintained in accordance with the plan. This bill contains other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1717</u> <u>Friedman D</u></p> <p>California Infrastructure and Economic Development Bank: financing.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</p>	<p>The Bergeson-Peace Infrastructure and Economic Development Bank Act authorizes the California Infrastructure and Economic Development Bank to, among other things, issue bonds, to provide financing for specified economic development projects. This bill would specify that economic development projects include, but are not limited to, high-density residential development near transit.</p>	
<p><u>SB 1</u> <u>Atkins D</u></p> <p>California Environmental, Public Health, and Workers Defense Act of 2019.</p>	<p>SENATE E.Q. 2/12/2019 - Set for hearing March 20. 3/20/2019 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair</p>	<p>(1)The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate. This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as specified. By imposing new duties on local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 43</u> <u>Allen D</u></p> <p>Carbon taxes.</p>	<p>SENATE E.Q. 2/12/2019 - Set for hearing March 20. 3/20/2019 9:30 a.m. - Room 3191 SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require the state board, in consultation with the California Department of Tax and Fee Administration, to submit a report to the Legislature on the results of a study, as specified, to propose, and to determine the feasibility and practicality of, a system to replace the tax imposed pursuant to the Sales and Use Tax Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product to encourage the use of less carbon-intensive products. The bill would require the state board to revise, as necessary, the 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through the imposition of the assessment based on carbon intensities of products and to consider the results of the study in future updates to the scoping plan. This bill contains other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 59</u> <u>Allen D</u></p> <p>Automated vehicle technology: Statewide policy.</p>	<p>SENATE TRANS . 1/24/2019 - Referred to Coms. on TRANS. and EQ.</p>	<p>Existing law establishes the Office of Planning and Research in the Governor’s office, which serves the Governor and his or her cabinet for long-range planning and research and constitutes the comprehensive state planning agency. Existing law permits the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met. This bill would establish the policy of the state relating to automated vehicles in order to ensure that these vehicles support the state’s efforts to, among other things, reduce greenhouse gas emissions and encourage efficient land use. The bill would require the Office of Planning and Research in the Governor’s office, in coordination with the State Air Resources Board, to convene an automated vehicle interagency working group of specified state agencies, including, among others, the California Environmental Protection Agency, the Transportation Agency, and the Department of Motor Vehicles, to guide policy development for automated vehicle technology consistent with the statewide policies described above. The bill would also make related findings and declarations.</p>	
<p><u>SB 127</u> <u>Wiener D</u></p> <p>Transportation funding: active transportation: complete streets.</p>	<p>SENATE TRANS . 1/24/2019 - Referred to Com. on TRANS.</p>	<p>(1)Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking, and declares the intent of the Legislature that the program achieve specific goals, including, among other things, increasing the proportion of trips accomplished by biking and walking and the safety and mobility for nonmotorized users. This bill would establish a Division of Active Transportation within the department and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department’s active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 128</u> <u>Beall D</u></p> <p>Enhanced infrastructure financing districts: bonds: issuance.</p>	<p>SENATE GOV. & F. . 1/24/2019 - Referred to Com. on GOV. & F.</p>	<p>Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law authorizes the public financing authority to issue bonds for these purposes upon approval by 55% of the voters voting on a proposal to issue the bonds. Existing law requires the proposal submitted to the voters by the public financing authority and the resolution for the issuance of bonds following approval by the voters to include specified information regarding the bond issuance. This bill would instead authorize the public financing authority to issue bonds for these purposes without submitting a proposal to the voters. The bill would require the resolution to issue bonds to contain specified information related to the issuance of the bonds. The bill would also make conforming changes.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 137</u> <u>Dodd</u> D</p> <p>Federal transportation funds: state exchange programs.</p>	<p>SENATE TRANS . 1/24/2019 - Referred to Com. on TRANS.</p>	<p>Existing federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Existing law provides for the allocation of certain of those funds to local entities. Existing law provides for the exchange of federal and state transportation funds between local entities and the state under certain circumstances. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department. This bill contains other existing laws.</p>	
<p><u>SB 142</u> <u>Wiener</u> D</p> <p>Employees: lactation accommodation.</p>	<p>SENATE JUD. 1/31/2019 - Referred to Coms. on L., P.E. & R., JUD., and HOUSING.</p>	<p>(1)The California Building Standards Law provides for the adoption of building standards by state agencies by requiring all state agencies that adopt or propose adoption of any building standard to submit the building standard to the California Building Standards Commission for approval and adoption. The commission is required to adopt specific building standards, including standards for graywater systems and electric vehicle charging infrastructure. Existing law requires the commission to publish, or cause to be published, editions of the California Building Standards Code in its entirety once every 3 years. This bill would require the commission to adopt prescribed mandatory building standards for the installation of lactation space for employees in nonresidential buildings newly constructed or remodeled for workplace occupancy, as specified, when there is a tenant improvement project to the building and certain criteria are met. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 152</u> <u>Beall</u> D</p> <p>Department of Motor Vehicles.</p>	<p>SENATE RLS. 1/31/2019 - Referred to Com. on RLS.</p>	<p>Existing law establishes the Department of Motor Vehicles in the Transportation Agency and sets forth the powers and duties of the department, as specified. This bill would declare the intent of the Legislature to enact legislation to implement efficiencies at the department in order to improve service.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 211</u> <u>Beall D</u></p> <p>State highways: leases.</p>	<p>SENATE RLS. 2/13/2019 - Referred to Com. on RLS.</p>	<p>Existing law authorizes the Department of Transportation to lease to public agencies or private entities for any term not to exceed 99 years the use of areas above or below state highways, subject to any reservations, restrictions, and conditions that it deems necessary to ensure adequate protection to the safety and the adequacy of highway facilities and to abutting or adjacent land uses. Existing law requires the department to consider future lease potential of areas above or below state highway projects when planning new state highway projects and requires this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development. This bill would instead authorize the department to consider future lease potential of areas above or below state highway projects when planning new state highway projects and would authorize this consideration to be accomplished by intradepartment consultation among offices concerned with project development and airspace lease development.</p>	
<p><u>SB 266</u> <u>Levy D</u></p> <p>Public Employees' Retirement System: disallowed compensation: benefit adjustments.</p>	<p>SENATE L., P.E. & R. 2/21/2019 - Referred to Com. on L., P.E. & R.</p>	<p>Existing law, the Public Employees' Retirement Law (PERL), establishes the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system, based on final compensation, credited service, and age at retirement, subject to certain variations. PERL authorizes a public agency to contract to make its employees members of PERS and prescribes a process for this. PERS is administered by its board of administration, which is responsible for correcting errors and omissions in the administration of the system and the payment of benefits. Existing law requires the board to correct all actions taken as a result of errors or omissions of the state or a contracting agency, in accordance with certain procedures. This bill would establish new procedures under PERL for cases in which PERS determines that the benefits of a member or annuitant are, or would be, based on compensation that conflicts with PEPRA and other specified laws and thus impermissible under PERL. The bill would also apply these procedures retroactively to determinations made on or after January 1, 2017, if an appeal has been filed and the employee member, survivor, or beneficiary has not exhausted their administrative or legal remedies. At the threshold, after determining that compensation for an employee member reported by the state, school employer, or a contracting agency is disallowed, the bill would require the applicable employer to discontinue the reporting of the disallowed compensation. The bill would require that contributions made on the disallowed compensation, for active members, be credited against future contributions on behalf of the state, school employer, or contracting agency that reported the disallowed compensation and would require that the state school employer, or contracting agency to return to the member any contributions paid by the member or on the member's behalf. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<u>SB 277</u> <u>Beall D</u> Transit development: transit funds.	SENATE RLS. 2/21/2019 - Referred to Com. on RLS.	Existing law provides that the Legislature finds and declares that it is in the interest of the state that funds available for transit development be fully expended to meet the transit needs that exist in California and that such funds be expended for physical improvement to improve the movement of transit vehicles, the comfort of the patrons, and the exchange of patrons from one transportation mode to another. This bill would make nonsubstantive changes to these provisions.	
<u>SB 278</u> <u>Beall D</u> Metropolitan Transportation Commission.	SENATE RLS. 2/21/2019 - Referred to Com. on RLS.	The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 San Francisco Bay area counties. The act requires the commission to continue to actively, on behalf of the entire region, seek to assist in the development of adequate funding sources to develop, construct, and support transportation projects that it determines are essential. This bill would also require the commission to determine that those transportation projects are a priority for the region. This bill contains other related provisions and other existing laws.	
<u>SB 319</u> <u>Moorlach R</u> State highways: Interstate Route 5: State Route 99: speed limits.	SENATE RLS. 2/19/2019 - From printer. May be acted upon on or after March 21.	(1) Existing law states that the Department of Transportation has full possession and control of the state highway system. Existing law prohibits a person from driving a vehicle upon a highway with a speed limit established pursuant to specified provisions at a speed greater than that speed limit. Existing law prohibits a person from driving a vehicle upon a state highway at a speed greater than 65 miles per hour. This bill would require the department to initiate a project to construct two additional traffic lanes on northbound and southbound Interstate Route 5 and State Route 99, and would prohibit the imposition of a maximum speed limit for those traffic lanes. This bill contains other related provisions and other existing laws.	
<u>SB 336</u> <u>Dodd D</u> Transportation: fully-automated transit vehicles.	SENATE RLS. 2/20/2019 - From printer. May be acted upon on or after March 22.	Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. Existing law imposes various requirements on transit operators. This bill would require a transit operator, as defined, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service.	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 397</u> <u>Glazer D</u></p> <p>Public transit operators: passengers with pets: evacuation orders.</p>	<p>SENATE RLS. 2/21/2019 - From printer. May be acted upon on or after March 23.</p>	<p>Existing law imposes various requirements on transit operators. Existing law prohibits a person from doing any of specified acts with respect to the property, facilities, or vehicles of a transit district, including, among other things, interfering with the operator or operation of a transit vehicle, or impeding the safe boarding or alighting of passengers. This bill would require each public transit operator to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices. By creating new duties for public transit operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><u>SB 400</u> <u>Umberg D</u></p> <p>Reduction of greenhouse gases emissions: mobility options.</p>	<p>SENATE RLS. 2/21/2019 - From printer. May be acted upon on or after March 23.</p>	<p>Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Existing law defines specified terms, including "mobility option", which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that "mobility option" also includes bike sharing and electric bicycles.</p>	
<p><u>SB 438</u> <u>Hertzberg D</u></p> <p>Metropolitan Transportation Commission: transbay bridges.</p>	<p>SENATE RLS. 2/22/2019 - From printer. May be acted upon on or after March 24.</p>	<p>The Metropolitan Transportation Commission Act creates the Metropolitan Transportation Commission as a local area planning agency to provide comprehensive regional transportation planning for the region comprised of the 9 bay area counties. Existing law prohibits the construction of any transbay bridge in the region without the approval of the commission, except as specified. This bill would make a nonsubstantive change to the provision relating to transbay bridges.</p>	
<p><u>SB 498</u> <u>Hurtado D</u></p> <p>Transit and Intercity Rail Capital Program.</p>	<p>SENATE RLS. 2/22/2019 - From printer. May be acted upon on or after March 24.</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law prescribes the eligibility requirements for projects under the program. This bill would make a nonsubstantive change to the provision related to project eligibility.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 504</u> <u>Monning D</u></p> <p>Transportation.</p>	<p>SENATE RLS. 2/22/2019 - From printer. May be acted upon on or after March 24.</p>	<p>Existing law provides various sources of revenue for transportation purposes. This bill would state the intent of the Legislature to enact legislation that would ensure transportation is available for all persons.</p>	
<p><u>SB 526</u> <u>Allen D</u></p> <p>Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.</p>	<p>SENATE RLS. 2/22/2019 - From printer. May be acted upon on or after March 24.</p>	<p>(1)Existing law requires designated regional transportation planning agencies to prepare and adopt a regional transportation plan. Certain of these agencies are also designated under federal law as metropolitan planning organizations. Existing law requires a regional transportation plan to include a policy element, an action element, and a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy or alternative planning strategy, which is designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law requires the state board to update those targets every 8 years. Existing law requires the state board, by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board. Under existing law, the action element of a regional transportation plan describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. This bill would require the state board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target and to notify the California Transportation Commission of these determinations. The bill would require the action element prepared by a metropolitan planning organization to identify near and long-term steps to be taken to implement a sustainable communities strategy and achieve the greenhouse gas emission reduction targets established by the state board. The bill would require the metropolitan planning organization to monitor progress toward implementing these steps and to report that progress to the state board for purposes of the above-described report. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Bill ID/Topic	Location	Summary	Position
<p><u>SB 749</u> <u>Durazo D</u></p> <p>California Public Records Act.</p>	<p>SENATE RLS. 2/25/2019 - From printer. May be acted upon on or after March 27. Read first time.</p>	<p>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 declare the intent of the Legislature to enact legislation relating to the California Public Records Act.</p>	
<p><u>SCA 3</u> <u>Hill D</u></p> <p>Property taxation: change in ownership: inheritance exclusion.</p>	<p>SENATE RLS. 1/7/2019 - Read first time.</p>	<p>The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, “full cash value” is defined as the assessor’s valuation of real property as shown on the 1975–76 tax bill under “full cash value” or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. The California Constitution specifies various transfers that are not deemed to be a “purchase” or “change in ownership” of a property for these purposes, including the purchase or transfer of a principal residence from parents to their children, or, under certain circumstances, from grandparents to their grandchildren, and the purchase or transfer of the first \$1,000,000 of the full cash value of all other real property transferred from parents or grandparents to their children or grandchildren. This measure would limit the above-decribed \$1,000,000 exclusion for purchases or transfers of real property other than a principal residence to purchases or transfers of nonresidential real property. The measure, except as provided, would provide that the transfer of the principal residence of a parent or grandparent is excluded from “purchase” or “change in ownership” under these provisions only if the transferee uses the residence as his or her principal residence within 12 months after the transfer. If the transferee subsequently ceases to use the residence as his or her principal residence, the measure would require that the residence be assessed at its full cash value as of the date of the transfer from the parent or grandparent to the transferee. The measure would provide that these changes apply to a purchase or transfer of real property on or after the effective date of the measure. The measure would also make various nonsubstantive changes.</p>	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<p><u>AB 10</u> <u>Chiu D</u></p> <p>Income taxes: credits low-income housing: farmworker housing.</p>	<p>ASSEMBLY H. & C.D. 1/17/2019 - Referred to Coms. on H. & C.D. and REV. & TAX.</p>	<p>(1)Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee provides procedures and requirements for the allocation, in modified conformity with federal law, of state insurance, personal income, and corporation tax credit amounts to qualified low-income housing projects that have been allocated, or qualify for, a federal low-income housing tax credit, and farmworker housing. Existing law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year. Existing law additionally allows a state credit, which is not dependent on receiving a federal low-income housing credit, of \$500,000 per calendar year for projects to provide farmworker housing. For purposes of determining the credit amount, existing law defines the term “applicable percentage” depending on, among other things, whether the qualified low-income building is a new building that is not federally subsidized, a new building that is federally subsidized, or is an existing building that is “at risk of conversion.”This bill, under the law governing the taxation of insurers, the Personal Income Tax Law, and the Corporation Tax Law, for calendar years beginning in 2020, would increase the aggregate housing credit dollar amount that may be allocated among low-income housing projects by an additional \$500,000,000, as specified, and would allocate to farmworker housing projects \$25,000,000 per year of that amount. The bill, under those laws, would modify the definition of applicable percentage relating to qualified low-income buildings to depend on whether the building is a new or existing building and federally subsidized, or a building that is, among other things, at least 15 years old, serving households of very low income or extremely low income, and will complete substantial rehabilitation, as specified.This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills

Bill ID/Topic	Location	Summary	Position
<p><u>AB 11</u> <u>Chiu D</u></p> <p>Community Redevelopment Law of 2019.</p>	<p>ASSEMBLY H. & C.D. 1/17/2019 - Referred to Coms. on H. & C.D. and L. GOV.</p>	<p>The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council's approval. The bill would require the council to establish a program to provide technical assistance to a city or county desiring to form an agency pursuant to these provisions. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 36</u> <u>Bloom D</u></p> <p>Affordable housing: rental prices.</p>	<p>ASSEMBLY PRI NT 12/4/2018 - From printer. May be heard in committee January 3.</p>	<p>Existing law declares that the Legislature has provided specified reforms and incentives to facilitate and expedite the construction of affordable housing, and provides a list of statutes to that effect. This bill would state the findings and declarations of the Legislature that, among other things, affordable housing has reached a crisis stage that threatens the quality of life of millions of Californians as well as the state economic outlook. This bill also would express the Legislature's intent to enact legislation in order to stabilize rental prices and increase the availability of affordable rental housing.</p>	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>AB 68</u> <u>Ting D</u> Land use: accessory dwelling units.	ASSEMBLY H. & C.D. 1/17/2019 - Referred to Coms. on H. & C.D. and L. GOV.	The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth required ordinance standards, including, among others, maximum unit size, parking, and height standards. This bill would prohibit an ordinance from imposing requirements on minimum lot size, lot coverage, or floor area ratio, and would prohibit an ordinance from establishing size requirements for accessory dwelling units that do not permit at least an 800 square feet unit of at least 16 feet in height to be constructed. This bill contains other related provisions and other existing laws.	
<u>AB 69</u> <u>Ting D</u> Land use: accessory dwelling units.	ASSEMBLY H. & C.D. 1/17/2019 - Referred to Coms. on H. & C.D. and L. GOV.	The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and sets forth required ordinance standards, including, among others, maximum unit size, parking, and height standards. Existing law requires a local agency to submit the accessory dwelling unit ordinance to the Department of Housing and Community Development within 60 days after adoption and authorizes the department to review and comment on the ordinance. This bill would authorize the department to submit written findings to a local agency as to whether the local ordinance complies with state law, and to notify the Attorney General if the ordinance violates state law. The bill would require a local agency to consider the department's findings and would authorize the local agency to amend its ordinance to comply with state law or adopt a resolution with findings explaining why the ordinance complies with state law, and addressing the department's findings. This bill contains other related provisions and other existing laws.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>AB 139</u> <u>Quirk-Silva D</u> Emergency and Transitional Housing Act of 2019.	ASSEMBLY H. & C.D. 1/24/2019 - Referred to Com. on H. & C.D.	(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires, after the legislative body of the city or county has adopted all or part of a general plan, the planning agency to investigate and make recommendations to the legislative body of the city or county regarding reasonable and practical means to implement the general plan or element and to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes specified information pertaining to the implementation of the general plan, including, among other things, a listing of sites rezoned to accommodate that portion of the city’s or county’s share of the regional housing need for each income level that could not be accommodated on specified sites.This bill would additionally require the report to include the number of emergency shelter beds currently available within the jurisdiction and the number of shelter beds that the jurisdiction has contracted for that are located within another jurisdiction, as specified. 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.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills

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

**STA Bill Matrix
as of February 26, 2019**

Housing Bills

Bill ID/Topic	Location	Summary	Position
<p><u>AB 587</u> <u>Friedman D</u></p> <p>Accessory dwelling units: sale or separate conveyance.</p>	<p>ASSEMBLY H. & C.D. 2/25/2019 - Referred to Coms. on H. & C.D. and L. GOV.</p>	<p>The Planning and Zoning Law authorizes a local agency to provide, by ordinance, for the creation of accessory dwelling units in single-family and multifamily residential zones and requires a local agency that has not adopted an ordinance to ministerially approve an application for an accessory dwelling unit, and sets forth required ordinance standards, including that the ordinance prohibit the sale or conveyance of the accessory dwelling unit separately from the primary residence. This bill would authorize an accessory dwelling unit that was ministerially approved pursuant to the process described above to be sold or conveyed separately from the primary residence to a qualified buyer if certain conditions are met. Those conditions include that the property was built or developed by a qualified nonprofit corporation that is receiving the above-described welfare exemption, a recorded contract exists between the qualified buyer and the qualified nonprofit corporation that imposes an enforceable restriction upon the sale and conveyance of the property that ensures the property will be preserved for affordable housing, and that the property is held pursuant to a recorded tenancy in common agreement that includes specified provisions. This bill contains other existing laws.</p>	
<p><u>AB 599</u> <u>Maienschein D</u></p> <p>Housing programs: definitions: workforce housing.</p>	<p>ASSEMBLY H. & C.D. 2/25/2019 - Referred to Com. on H. & C.D.</p>	<p>Existing law governing housing and home finance programs defines various terms for purposes of those programs, including the term “persons and families of low or moderate income,” which is generally defined as persons and families whose income does not exceed 120% of area median income, adjusted as provided. Existing law provides that 20% of the moneys in the Building Homes and Jobs Trust Fund on and after January 1, 2019, be appropriated by the Legislature and expended for affordable owner-occupied workforce housing. This bill, for these purposes, would define the terms “affordable workforce housing” and “affordable owner-occupied workforce housing” as housing that is affordable to persons and families of low or moderate income.</p>	
<p><u>AB 725</u> <u>Wicks D</u></p> <p>General plans: housing element: above moderate-income housing.</p>	<p>ASSEMBLY PRI NT 2/20/2019 - From printer. May be heard in committee March 22.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. That law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction’s share of the regional housing need determined pursuant to specified law. This bill would prohibit more than 20% of a jurisdiction’s share of regional housing need for above moderate-income housing from being allocated to sites with zoning restricted to single-family development. By imposing additional requirements on the manner in which a city or county may satisfy its regional housing need, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>AB 738</u> <u>Mullin D</u> Regional housing need allocation.	ASSEMBLY PRI NT 2/20/2019 - From printer. May be heard in committee March 22.	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, as provided. Existing law 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 and that furthers specified objectives. This bill would make nonsubstantive changes to these provisions.	
<u>AB 831</u> <u>Grayson D</u> Department of Housing and Community Development: study: local fees: new developments.	ASSEMBLY PRI NT 2/21/2019 - From printer. May be heard in committee March 23.	Existing law requires the Department of Housing and Community Development, by June 30, 2019, to complete a study to evaluate the reasonableness of local fees charged to new developments, as defined, and requires the study to include findings and recommendations regarding potential amendments to the Mitigation Fee Act to substantially reduce fees for residential development. This bill would require the department to post the study on its internet website on or before March 1, 2020.	
<u>AB 847</u> <u>Grayson D</u> Transportation finance: priorities: housing.	ASSEMBLY PRI NT 2/21/2019 - From printer. May be heard in committee March 23.	(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community’s share of regional housing needs. Existing law requires a planning agency to include in its annual report specified information, known as a production report, regarding units of net new housing, including rental housing and for-sale housing that have been issued a completed entitlement, building permit, or certificate of occupancy. This bill would require the Department of Housing and Community Development, on or before June 30, 2020, and on or before June 30 every year thereafter, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met its very low, low-, and moderate-income housing goals, as defined, for that reporting period. The bill would require the department, if it determines that a city or county has met one of those housing goals, to submit a certification of that result to the Controller by no later than June 30 of that year. This bill contains other related provisions and other existing laws.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>AB 881</u> <u>Bloom D</u> Accessory dwelling units.	ASSEMBLY PRINT 2/21/2019 - From printer. May be heard in committee March 23.	(1)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. Existing law requires the ordinance to designate areas where accessory dwelling units may be permitted and authorizes the designated areas to be based on criteria that includes, but is not limited to, the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. This bill would instead require a local agency to designate these areas based on the adequacy of water and sewer services and the impact of accessory dwelling units on traffic flow and public safety. This bill contains other related provisions and other existing laws.	
<u>AB 1177</u> <u>Frazier D</u> Planning and zoning: housing development: streamlined approval.	ASSEMBLY PRINT 2/22/2019 - From printer. May be heard in committee March 24.	Existing law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development, which satisfies specified objective planning standards, that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. Under existing law, those objective planning standards include that the development proponent must certify both (1) that the development is either a public work, for purposes of specified law, or that all construction workers employed in the execution of the development will be paid at least the general prevailing rate of per diem wages for the type of work and geographic area and (2) that if the development meets certain conditions, a skilled and trained workforce, as defined, will be used to complete the development if the application is approved, as provided. Existing law exempts from any requirement to pay prevailing wages or use a skilled and trained workforce a project that includes 10 or fewer units and is not a public work. This bill would delete the requirement that a skilled and trained workforce be employed on any project subject to these provisions. The bill would also limit the requirement that prevailing wages be paid on a development that is not a public work to work on market rate units within the development and revise the exemption from this requirement to instead require that the project either: (1) include 10 or fewer units and be a wholly affordable project or (2) not be a public work. This bill contains other related provisions and other existing laws.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills

Bill ID/Topic	Location	Summary	Position
<u>AB 1184</u> <u>Gloria D</u> Public records.	ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.	The California Public Records Act requires a public agency, defined to mean any state or local agency, to make public records available for inspection, subject to certain exceptions. The act requires any agency that has any information that constitutes a public record not exempt from disclosure, to make that public record available in accordance with certain procedures. Existing law authorizes cities, counties, and special districts to destroy or to dispose of duplicate records that are less than two years old when they are no longer required by the city, county, or special district, as specified. This bill would state the intent of the Legislature to enact legislation relating to the retention of records by public agencies.	
<u>AB 1197</u> <u>Santiago D</u> California Environmental Quality Act: affordable housing projects.	ASSEMBLY PRI NT 2/22/2019 - From printer. May be heard in committee March 24.	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 state the intent of the Legislature to enact subsequent legislation that would establish a streamlined administrative and judicial process for environmental reviews performed pursuant to CEQA for affordable housing projects.	
<u>AB 1481</u> <u>Bonta D</u> Tenancy.	ASSEMBLY PRI NT 2/25/2019 - Read first time.	Existing law specifies that a hiring of residential real property, for a term not specified by the parties, is deemed to be renewed at the end of the term implied by law unless one of the parties gives written notice to the other of that party's intention to terminate the same. Existing law requires an owner of a residential dwelling to give notice at least 60 days prior to the proposed date of termination, or at least 30 days prior to the proposed date of termination if any tenant or resident has resided in the dwelling for less than one year, as specified. This bill would make nonsubstantive changes to those provisions.	
<u>AB 1482</u> <u>Chiu D</u> Property: owner's rights.	ASSEMBLY PRI NT 2/25/2019 - Read first time.	Existing law specifies the rights and obligations of property owners in the state, and provides that a tenant for years or a tenant at will has no other rights to the property than the rights given by the agreement or instrument by which tenancy is acquired, unless otherwise specified. This bill would make nonsubstantive changes to the provision specifying the rights of a tenant for years or a tenant at will.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>AB 1483</u> <u>Grayson D</u> Housing development project applications: reporting.	ASSEMBLY PRI NT 2/25/2019 - Read first time.	Existing law, the Permit Streamlining Act, 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. Existing law prohibits a local agency from requiring additional information from an applicant that was not specified in that list. This bill would require a city or county to compile a list that provides zoning and planning standards, fees imposed under the Mitigation Fee Act, special taxes, and assessments applicable to housing development projects in the jurisdiction. This bill would require each local agency to post the list on its internet website and provide the list to the Department of Housing and Community Development and any applicable metropolitan planning organization. The bill would require the department to post the information submitted pursuant to these provisions on its internet website by January 1, 2021, and each year thereafter. This bill contains other related provisions and other existing laws.	
<u>AB 1484</u> <u>Grayson D</u> Mitigation Fee Act: housing developments.	ASSEMBLY PRI NT 2/25/2019 - Read first time.	(1)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. This bill would prohibit a local agency from imposing a fee, as defined, on a housing development project, as defined, unless the type and amount of the exaction is specifically identified on the local agency’s internet website at the time the application for the development project is submitted to the local agency. This bill contains other related provisions and other existing laws.	
<u>AB 1485</u> <u>Wicks D</u> Housing development: streamlining.	ASSEMBLY PRI NT 2/25/2019 - Read first time.	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 authorizes a development proponent to submit an application for a multifamily housing development, which satisfies specified planning objective standards, to be subject to a streamlined, ministerial approval process, as provided, and to not be subject to a conditional use permit. This bill would state the intent of the Legislature to enact legislation to establish a policy that would (1) ensure timely approval of zoning-compliant housing projects and create financial incentives for enabling onsite affordability and prevailing wages; (2) provide additional streamlining options for housing projects, including those that may not benefit from existing streamlining options and (3) allow sensitive communities to defer implementation while developing a context-sensitive plan.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills

Bill ID/Topic	Location	Summary	Position
<p><u>AB 1486</u> <u>Ting D</u></p> <p>Local agencies: surplus land.</p>	<p>ASSEMBLY PRINT 2/25/2019 - Read first time.</p>	<p>(1)Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines “local agency” for these purposes as every city, county, city and county, and district, including school districts of any kind or class, empowered to acquire and hold real property. Existing law defines “surplus land” for these purposes as land owned by any local agency that is determined to be no longer necessary for the agency’s use, except property being held by the agency for the purpose of exchange. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land. The bill would revise the definition of “surplus land” to mean land owned by any local agency that is not necessary for the agency’s governmental operations, except property being held by the agency expressly for the purpose of exchange for another property necessary for its governmental operations and would provide that land is presumed to be surplus land when a local agency initiates an action to dispose of it. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1487</u> <u>Chiu D</u></p> <p>Land use: housing element.</p>	<p>ASSEMBLY PRINT 2/25/2019 - Read first time.</p>	<p>The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan that includes various mandatory elements, including a housing element. That law requires the housing element to contain, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. That law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region, as specified. This bill would make nonsubstantive changes to that law.</p>	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<p><u>AB 1568</u> <u>McCarty D</u></p> <p>General plans: housing element: production report: withholding of transportation funds.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</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 Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community’s share of regional housing needs. Existing law requires a planning agency to include in its annual report specified information, known as a production report, regarding units of net new housing, including rental housing and for-sale housing that have been issued a completed entitlement, building permit, or certificate of occupancy. This bill would require the department, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met the applicable minimum housing production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum housing production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller. This bill contains other related provisions and other existing laws.</p>	
<p><u>AB 1706</u> <u>Quirk D</u></p> <p>Planning and Zoning: affordable housing: streamline.</p>	<p>ASSEMBLY PRI NT 2/25/2019 - Read first time.</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. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. Existing law requires the Department of Housing and Community Development to determine existing and projected needs for housing for each region and, in consultation with each council of governments, adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county that meets specified requirements. This bill would state the intent of the Legislature to enact legislation that would provide streamlined approval, tax incentives, and other benefits to developers of middle-income housing projects that meet specified requirements.</p>	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>ACA 1</u> <u>Aguiar-Curry D</u> Local government financing: affordable housing and public infrastructure: voter approval.	ASSEMBLY PRI NT 12/4/2018 - From printer. May be heard in committee January 3.	(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, or city and county to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure or affordable housing, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.This bill contains other related provisions and other existing laws.	
<u>SB 4</u> <u>McGuire D</u> Housing.	SENATE RLS. 1/16/2019 - Referred to Com. on RLS.	Under existing law, various agencies administer programs to preserve and expand safe and affordable housing opportunities and promote sound community growth.This bill would state the intent of the Legislature to enact legislation that would limit restrictive local land use policies and legislation that would encourage increased housing development near transit and job centers, in a manner that ensures that every jurisdiction contributes its fair share to a housing solution, while acknowledging relevant differences among communities.	
<u>SB 5</u> <u>Beall D</u> Local-State Sustainable Investment Incentive Program.	SENATE GOV. & F. 1/24/2019 - Referred to Coms. on GOV. & F. and HOUSING.	Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities.This bill would establish in state government the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Sustainable Investment Incentive Committee to participate in the program and would authorize the committee to approve or deny applications for projects meeting specific criteria.This bill contains other related provisions and other existing laws.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>SB 6</u> <u>Beall D</u> Housing production.	SENATE RLS. 1/16/2019 - Referred to Com. on RLS.	Under existing law, various agencies administer programs to preserve and expand safe and affordable housing opportunities and promote sound community growth throughout the state. This bill would state the intent of the Legislature to enact legislation that would help encourage housing production throughout the state, including streamlining approval processes, identifying sufficient and adequate sites for housing construction, and penalizing local planning that restricts housing production.	
<u>SB 13</u> <u>Wieckowski D</u> Accessory dwelling units.	SENATE RLS. 1/16/2019 - Referred to Com. on RLS.	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. Existing law prohibits an accessory dwelling unit from being considered a new residential use for purposes of calculating certain fees, including local agency connection fees or capacity charges for utilities. This bill would express the intent of the Legislature to enact legislation that would reduce impact fees and other existing barriers for homeowners seeking to create accessory dwelling units for the purpose of creating additional residential housing within their neighborhoods.	
<u>SB 18</u> <u>Skinner D</u> Keep Californians Housed Act.	SENATE HOUSING 1/24/2019 - Referred to Coms. on HOUSING and JUD.	Existing law establishes the Department of Housing and Community Development and requires, among other things, that it update and provide a revision of the California Statewide Housing Plan to the Legislature every 4 years, as provided. This bill, no later than January 1, 2021, would require the department to develop and publish on its Internet Web site, and to annually update, a guide to all state laws pertaining to landlords and the landlord-tenant relationship. The bill would also require the department to survey each city in this state to determine which cities, if any, provide resources or programs to inform landlords of their legal rights and obligations and to post on its Internet Web site a list of those cities which, in the judgment of the department, have the most robust resources and programs. This bill contains other related provisions and other existing laws.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>SB 48</u> <u>Wiener D</u> Homelessness: right to shelter.	SENATE RLS. 1/16/2019 - Referred to Com. on RLS.	Existing law establishes various entities and programs to provide assistance to homeless persons, including, among others, the Homeless Emergency Aid Program, the Emergency Housing and Assistance Program, the California Emergency Solutions Grants Program, homeless youth emergency service pilot projects, and the Homeless Coordinating and Financing Council. This bill would state the intent of the Legislature to enact legislation that creates a right to shelter for unhoused residents throughout the state, which would be required to include the navigation center model. The bill would state the purposes of this legislation, including ensuring that every person living on California's streets has the ability to promptly secure shelter that is safe and supportive. The bill would specify certain elements that this right to shelter would include. The bill would specify that the right to shelter is not intended to be in lieu of prioritizing permanent housing for people who lack housing.	
<u>SB 50</u> <u>Wiener D</u> Planning and zoning: housing development: equitable communities incentive.	SENATE HOUSI NG 1/24/2019 - Referred to Coms. on HOUSING and GOV. & F.	Existing law, known as the Density Bonus Law, requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would require a city, county, or city and county to grant upon request an equitable communities incentive when a development proponent seeks and agrees to construct a residential development, as defined, that satisfies specified criteria, including, among other things, that the residential development is either a job-rich housing project or a transit-rich housing project, as those terms are defined; the site does not contain, or has not contained, housing occupied by tenants or accommodations withdrawn from rent or lease in accordance with specified law within specified time periods; and the residential development complies with specified additional requirements under existing law. The bill would require that a residential development eligible for an equitable communities incentive receive waivers from maximum controls on density and automobile parking requirements greater than 0.5 parking spots per unit, up to 3 additional incentives or concessions under the Density Bonus Law, and specified additional waivers if the residential development is located within a 1/2-mile or 1/4-mile radius of a major transit stop, as defined. The bill would authorize a local government to modify or expand the terms of an equitable communities incentive, provided that the equitable communities incentive is consistent with these provisions. This bill contains other related provisions and other existing laws.	

**STA Bill Matrix
as of February 26, 2019**

Housing Bills			
Bill ID/Topic	Location	Summary	Position
<u>SB 330</u> <u>Skinner D</u> Housing Crisis Act of 2019.	SENATE RLS. 2/20/2019 - From printer. May be acted upon on or after March 22.	(1)The Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries that relates to its planning. That law authorizes the legislative body, if it deems it to be in the public interest, to amend all or part of an adopted general plan, as provided. That law also authorizes the legislative body of any county or city, pursuant to specified procedures, to adopt ordinances that, among other things, regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill, until January 1, 2030, with respect to land where housing is an allowable use, would prohibit the legislative body of a county or city, defined to include the electorate exercising its local initiative or referendum power, in which specified conditions exist, from enacting an amendment to a general plan or adopting or amending any zoning ordinance that would have the effect of (A) changing the zoning classification of a parcel or parcels of property to a less intensive use or reducing the intensity of land use within an existing zoning district below what was allowed under the general plan land use designation and zoning ordinances of the county or city as in effect on January 1, 2018; (B) imposing a moratorium on housing development within all or a portion of the jurisdiction of the county or city, except as provided; (C) imposing design standards that are more costly than those in effect on January 1, 2019; or (D) establishing a maximum number of conditional use or other discretionary permits that the county or city will issue for the development of housing within all or a portion of the county or city, or otherwise imposing a cap on the number of housing units within or the population of the county or city. The bill would, notwithstanding these prohibitions, allow a city or county to prohibit the commercial use of land zoned for residential use consistent with the authority of the city or county conferred by other law. The bill would state that these prohibitions would apply to any zoning ordinance adopted or amended on or after January 1, 2018, and that any zoning ordinance adopted, or amendment to an existing ordinance or to an adopted general plan, on or after that date that does not comply would be deemed void. This bill contains other related provisions and other existing laws.	
<u>SCA 1</u> <u>Allen D</u> Public housing projects.	SENATE RLS. 12/4/2018 - From printer. May be acted upon on or after January 3.	The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.	