

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 5 Gonzalez D</p> <p>Worker status: employees and independent contractors.</p> | <p>6/12/2019-S. L., P.E. & R. 6/12/2019- Referred to Com. on L., P.E. & R.</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 (<i>Dynamex</i>), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Existing law requires a 3-part test, commonly known as the “ABC” test, to establish that a worker is an independent contractor for those purposes. This bill would state the intent of the Legislature to codify the decision in the <i>Dynamex</i> case and clarify its application. The bill would provide that the factors of the “ABC” test be applied in order to determine the status of a worker as an employee or independent contractor for all provisions of the Labor Code and the Unemployment Insurance Code, unless another definition or specification of “employee” is provided. The bill would exempt specified professions from these provisions and instead provide that the employment relationship test for those professions shall be governed by the test adopted in <i>S. G. Borello & Sons, Inc. v. Department of Industrial Relations</i> (1989) 48 Cal.3d 341 if certain requirements are met. These exempt professions would include licensed insurance agents, certain licensed health care professionals, registered securities broker-dealers or investment advisers, a direct sales salesperson, real estate licensees, workers providing hairstyling or barbering services, and those performing work under a contract for professional services. The bill would require the State Board of Barbering and Cosmetology to promulgate regulations for the development of a booth rental permit and a reasonable biennial fee upon workers providing specified hairstyling or barbering services, by no later than July 1, 2021. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 13 Eggman D</p> <p>Education finance: Higher Education Facilities Bond Act of 2020.</p> | <p>1/17/2019- A. HIGHER ED. 1/17/2019- Referred to Com. on HIGHER ED.</p> | <p>(1) Under the Higher Education Facilities Bond Act of 1986, the Higher Education Facilities Bond Act of 1988, and the Higher Education Facilities Bond Act of June 1992, the issuance, pursuant to the State General Obligation Bond Law, of bonds in an amount not to exceed \$400,000,000, \$600,000,000, and \$900,000,000, respectively, and the expenditure of the revenues therefrom, were authorized for the purpose of aid to the University of California and the California State University for, among other things, the construction and equipping of educational facilities, as specified. Existing law establishes the Higher Education Facilities Finance Committee to administer those acts, and to authorize the issuance and sale of bonds to the extent necessary to fund the education facilities construction apportionments expressly authorized by the Legislature in the annual Budget Act. This bill would enact the Higher Education Facilities Bond Act of 2020 which, upon approval by the state electorate, would authorize the issuance of state general obligation bonds in the total amount of \$7,000,000,000. The proceeds of the bonds issued and sold under the bill would be available for the construction, reconstruction, and remodeling of existing or new facilities, as specified, at the University of California, the Hastings College of the Law, and the California State University in specified proportions, including \$3,000,000,000 for the construction of new campuses of the California State University. This bill contains other related provisions and other existing laws.</p> | |

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as of June 24, 2019**

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|--|---|---|----------|
| <p>AB 40 Ting D</p> <p>Zero-emission vehicles: comprehensive strategy.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/24/2019)(May be acted upon Jan 2020)</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>AB 47 Daly D</p> <p>Driver records: points: distracted driving.</p> | <p>6/6/2019-S. TRANS. 6/6/2019-Referred to Com. on TRANS.</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 instead make only those electronic device violations that occur within 36 months of a prior conviction for the same offense subject to a violation point against the driver's record. This bill contains other existing laws.</p> | |
| <p>AB 51 Gonzalez D</p> <p>Employment discrimination: enforcement.</p> | <p>6/19/2019-S. JUD. 6/19/2019-From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 1.) (June 19). Re-referred to Com. on JUD.</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 requiring any applicant for employment or any employee to waive any right, forum, or procedure for a violation of any provision of the California Fair Employment and Housing Act (FEHA) or other specific statutes governing employment as a condition of employment, continued employment, or the receipt of any employment-related benefit. The bill would also prohibit an employer from threatening, retaliating or discriminating against, or terminating any applicant for employment or any employee because of the refusal to consent to the waiver of any right, forum, or procedure for a violation of specific statutes governing employment. The bill would establish a specific exemption from those prohibitions. Because a violation of these prohibitions would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

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| <p>AB 87 Committee on Budget Transportation.</p> | <p>6/13/2019- S. THIRD READING 6/13/2019-Read second time. Ordered to third reading.</p> | <p>(1)The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF), created by the bond act. The bond act makes the moneys in the TCIF available, upon appropriation in the annual Budget Act by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight movement, as determined by the commission. Existing law designates the commission as the administrative agency responsible for programming funds in the TCIF and authorizes the commission to adopt guidelines for the TCIF program.This bill would require the commission to establish a competitive funding program to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select projects for programming and allocation. The bill would appropriate \$7,200,000, or a lesser amount, as specified, from the Trade Corridors Improvement Fund to the Department of Transportation for purposes of the program.(2)Existing law creates the Independent Office of Audits and Investigations within the Department of Transportation, headed by a director known as the Inspector General, to ensure, among other things, that the department, and external entities that receive state and federal transportation funds from the department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and federal requirements. Existing law vests the Inspector General with the full authority for maintaining a full scope, independent, and objective audit and investigation program, as prescribed. Existing law requires the Inspector General to review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds administered by the department in consultation with all affected units and programs of the department and external entities.This bill would provide the Independent Office of Audits and Investigations with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the department and external entities that receive state and federal transportation funds from the department. The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act but would prohibit the Inspector General from releasing certain types of records to the public, except under certain circumstances. The bill would also make it a crime to engage in specified activity with regard to an audit, evaluation, investigation, or review conducted pursuant to these provisions, including manipulating, correcting, altering, or changing records, documents, accounts, reports, or correspondence before or during any audit, and distributing, reproducing, releasing, or failing to safeguard confidential draft documents exchanged between the Inspector General and the entity subject to the audit, before the release of the Inspector General’s final report, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program.(3)Existing</p> | |
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**STA Bill Matrix
as of June 24, 2019**

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| | | <p>law identifies the total amount of specified loans from the General Fund to the Traffic Congestion Relief Fund, and requires those loan amounts to be repaid from the General Fund pursuant to Section 20 of Article XVI of the California Constitution. This bill would require a specified portion of those loan amounts to be repaid from the General Fund, but not pursuant to that provision of the California Constitution. (4) Existing law authorizes the California Transportation Commission to allocate federal and state transportation funds to the Department of Transportation to operate and manage the Transportation Finance Bank, pursuant to which loans are made for transportation projects that have a dedicated revenue source and are eligible under a federal program. Existing law creates the Local Transportation Loan Account in the State Highway Account in the State Transportation Fund for the management of funds for loans to local entities under these provisions. Existing law requires specified funds, interest, and penalties to be deposited in the account and continuously appropriates moneys in the account to the department for purposes of making loans to eligible local entities. This bill would require all assets and liabilities of the Local Transportation Loan Account to become assets and liabilities of the State Highway Account before January 1, 2020. The bill would repeal all of the provisions relating to the account and the Transportation Finance Bank on January 1, 2020. (5) Article XIX, Section B of the California Constitution, as amended by Proposition 1A, approved by the voters at the November 7, 2006, statewide general election, requires full payment by June 30, 2016, of the amount that would have been transferred to the Transportation Investment Fund in the absence of a suspension of transfer of revenues that occurred in the 2003–04 and 2004–05 fiscal years, and until that has occurred, requires the amount of transfer payments in each fiscal year to be at least 1/10 of the outstanding amount. Existing statutory law requires the minimum amount required by the California Constitution, plus interest, to be transferred by the Controller in each fiscal year until June 30, 2016, to the Transportation Deferred Investment Fund for allocation to transportation purposes that would have been funded in the absence of a suspension. Under existing law, the Transportation Deferred Investment Fund is considered part of the Transportation Investment Fund, except as specified. This bill would require all assets and liabilities of the Transportation Deferred Investment Fund to become assets and liabilities of the State Highway Account before January 1, 2020. (6) Existing law authorizes the Department of Motor Vehicles, in conjunction with the California Highway Patrol, to design and make available for issuance the California memorial license plate. Existing law requires 85% of the revenue from specified fees imposed in connection with the issuance, renewal, transfer, and substitution of California memorial license plates to be deposited in the Antiterrorism Fund within the General Fund, and requires the money in the fund, upon appropriation by the Legislature, to be allocated solely for antiterrorism activities, as provided. Existing law requires 15% of the revenue from those fees to be deposited in the California Memorial Scholarship Fund within the General Fund, and requires the money in that fund, upon appropriation by the Legislature, to be available for scholarships for surviving dependents of California residents killed as a result of injuries sustained during the terrorist attacks of September 11, 2001. This bill would instead require that all of the revenue from those fees be deposited in the Antiterrorism Fund. (7) Existing law imposes weight fees on the registration of commercial motor vehicles. Existing law requires revenues from weight fees, after administrative expenses, to be deposited into the State Highway</p> | |
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**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|---------------|
| | | <p>Account. Existing law transfers weight fee revenues from the State Highway Account to the Transportation Debt Service Fund for the purpose of servicing specified transportation bond debt. Existing law requires weight fee revenue in excess of the amount necessary to offset current fiscal year transportation bond debt service to be loaned to the General Fund. Existing law authorizes the Director of Finance to repay any portion of the balance of the loan in any year in which the director determines that the funds are needed to reimburse the General Fund for current year transportation bond debt service, as specified. This bill would authorize the director to also repay any portion of the balance of the loan in any year in which the director determines that the funds are needed to reimburse the General Fund for future year transportation bond debt service. (8) Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. This bill would make legislative findings to that effect. (9) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason. (10) This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.</p> | |
| <p>AB 158 Voepel R</p> <p>Roadside rest areas: commercial vehicles: parking.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 3/20/2019)(May be acted upon Jan 2020)</p> | <p>Existing law requires the California Transportation Commission and the Department of Transportation to plan, design, and construct a system of safety roadside rests on the state highway system outside of units of the state park system, and requires the department, in designing safety roadside rests, to design only those safety roadside rests that are reasonably economical and will provide the motorist a place where the motorist may stop for a short time during daytime and nighttime hours. This bill would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to conduct a study evaluating the capacity of the state to provide adequate parking and rest facilities for commercial vehicles engaged in transportation. The bill would require the study to assess the volume of commercial motor vehicle traffic in the state and to develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the state. This bill contains other related provisions.</p> | <p>Oppose</p> |

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as of June 24, 2019**

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|--|--|--|----------|
| <p>AB 176 Cervantes D</p> <p>California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions.</p> | <p>6/19/2019-S. GOV. & F. 6/19/2019-Re-referred to Com. on GOV. & F.</p> | <p>The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance in the form of a sales and use tax exclusion for projects, as defined, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. The act requires the authority to evaluate a project application based on specified criteria, including, among others, the extent to which the project will create new, permanent jobs in the state. This bill instead would require the authority to evaluate a project application for the extent to which the project will create new, or result in the loss of, permanent, full-time jobs in the state, as specified. This bill contains other related provisions.</p> | |
| <p>AB 185 Grayson D</p> <p>California Transportation Commission: transportation policies: joint meetings.</p> | <p>6/12/2019-S. APPR. 6/19/2019-In committee: Set, first hearing. Hearing canceled at the request of author.</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 instead require the commission, the state board, and a representative from the Department of Housing and Community Development to hold those joint meetings.</p> | Watch |
| <p>AB 196 Gonzalez D</p> <p>Paid family leave.</p> | <p>6/6/2019-S. L., P.E. & R. 6/6/2019-Referred to Com. on L., P.E. & R.</p> | <p>Existing unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. This bill would revise the formula for determining benefits available pursuant to the family temporary disability insurance program, for periods of disability commencing after January 1, 2020, by redefining the weekly benefit amount to be equal to 100% of the wages paid to an individual for employment by employers during the quarter of the individual's disability base period in which these wages were highest, divided by 13, but not exceeding the maximum workers' compensation temporary disability indemnity weekly benefit amount established by the Department of Industrial Relations. This bill contains other existing laws.</p> | |

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as of June 24, 2019**

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| AB 226 Mathis R Registration renewal fees: exemptions. | 4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/4/2019)(May be acted upon Jan 2020) | Existing law authorizes the Department of Motor Vehicles to renew the registration of a vehicle upon the payment of the proper fees. Existing law requires the department to notify the registered owner of each vehicle, except as specified, of the date that the registration renewal fees for the vehicle are due. Existing law generally exempts vehicles that are owned by certain persons, including disabled veterans, former American prisoners of war, and recipients of the Congressional Medal of Honor, from fees imposed under the Vehicle Code, except as specified. This bill would also exempt those vehicles from any other fees that are assessed as part of the registration renewal fee, as stated in the registration renewal notice mailed by the department. | |
| AB 249 Choi R Public employers: employee organizations. | 6/4/2019-A. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 2/7/2019)(May be acted upon Jan 2020) | Existing law prohibits the state and specified local public employers from deterring or discouraging public employees and applicants to be public employees from becoming or remaining members of an employee organization, authorizing representation by an employee organization, or authorizing dues or fee deductions to an employee organization. Existing law grants the Public Employment Relations Board jurisdiction over violations of these provisions, except as specified. This bill would prohibit a public employer from deterring or discouraging a public employee or an applicant to be a public employee from opting out of becoming or remaining a member of an employee organization. The bill would prohibit a public employer from taking adverse action against a public employee or applicant to be a public employee who opts out of becoming or remaining a member of an employee organization and would specify that adverse action includes reducing a public employee's current level of pay or benefits. | |
| AB 252 Daly D Department of Transportation: environmental review process: federal program. | 6/24/2019-S. APPR. 6/24/2019-Action From APPR.: Do pass. | 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. | Support (Board Action: 3/3/19) |

**STA Bill Matrix
as of June 24, 2019**

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| AB 285 Friedman D California Transportation Plan. | 6/24/2019-S. APPR. 6/24/2019-Action From APPR.: Read second time and amended.Re-referred to APPR.. | This bill would require the Department of Transportation 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 attain all state ambient air quality standards and national ambient air quality standards in all areas of the state as described in California’s state implementation plans required by the federal Clean Air Act. | |
| AB 287 Voepel R Public employees’ retirement: annual audits. | 4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 2/7/2019)(May be acted upon Jan 2020) | Existing law creates state and local public pension and retirement systems that provide pension benefits based on age at retirement, service credit, and final compensation. Existing law requires each state and local public pension or retirement system, on and after the 90th day following the completion of the annual audit of the system, to provide a concise annual report on the investments and earnings of the system, as specified, to any member who makes a request and pays a fee, if required, for the costs incurred in preparation and dissemination of that report. This bill would also require each state and local pension or retirement system to post a concise annual audit of the information described above on that system’s internet website no later than the 90th day following the audit’s completion. By imposing new duties on local retirement systems, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | |

**STA Bill Matrix
as of June 24, 2019**

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|---|--|--|----------|
| <p>AB 289 Fong R</p> <p>California Public Records Act Ombudsperson.</p> | <p>6/19/2019-S. JUD. 6/19/2019- Referred to Coms. on JUD. and G.O.</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 establish, within the California State Auditor’s Office, the California Public Records Act Ombudsperson. The bill would require the California State Auditor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the ombudsperson to require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would authorize the ombudsperson to require any state agency determined to have improperly denied a request to reimburse the ombudsperson for its costs to investigate the request for review. The bill would require the ombudsperson to report to the Legislature, on or before January 1, 2021, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year. By expanding the duties of the California State Auditor’s Office, this bill would create an appropriation. This bill contains other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

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|--|---|--|----------|
| <p>AB 291 Chu D</p> <p>Local Emergency Preparedness and Hazard Mitigation Fund.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)</p> | <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 establish a Local Emergency Preparedness and Hazard Mitigation Fund to support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$500,000,000 to the fund. The bill would require the Office of Emergency Services to establish the Local Emergency Preparedness and Hazard Mitigation Fund Committee under the Standardized Emergency Management System Advisory Board. The bill, on or before July 1, 2020, would require the committee to adopt guidelines identifying eligible uses of the funds by establishing an outline of standard activities for the mitigation, prevention, preparedness, response, and recovery phases of emergency management that supports the development of a resilient community. The bill would require, upon appropriation by the Legislature, the Office of Emergency Services to receive \$1,000,000 annually and each county to receive \$500,000 annually for specified purposes. The bill would require the Office of Emergency Services to distribute funds to lead agencies, subject to certain requirements and restrictions, as specified. The bill would require lead agencies to further distribute those funds to local governments pursuant to a specified schedule for specified purposes, and impose various requirements on local governments that receive funds pursuant to these provisions. The bill would include related legislative findings. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 296 Cooley D</p> <p>Climate change: Climate Innovation Grant Program: voluntary tax contributions.</p> | <p>6/12/2019-S. E.Q. 6/12/2019- Referred to Coms. on EQ. and GOV. & F.</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 Strategic Growth Council. The program would award grants for the development and research of new innovations and technologies that either reduce emissions of greenhouse gases or address impacts caused by climate change. The bill would establish the Climate Innovation Fund, a special fund, in the State Treasury and would continuously appropriate the moneys in the fund to the council for purposes of the program. The bill would repeal the program on January 1, 2031. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

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| <p>AB 313 Frazier D</p> <p>Road Maintenance and Rehabilitation Account: University of California: California State University: reports.</p> | <p>5/23/2019-S. RLS. 5/29/2019- Referred to Com. on RLS.</p> | <p>Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Existing law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified. This bill would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.</p> | |

**STA Bill Matrix
as of June 24, 2019**

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|--|---|--|----------|
| <p>AB 314 Bonta D</p> <p>Public employment: labor relations: release time.</p> | <p>6/6/2019-S. L., P.E. & R. 6/6/2019-Referred to Com. on L., P.E. & R.</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 or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated 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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 352 Garcia, Eduardo D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: grant programs and Transformative Climate Communities Program.</p> | <p>6/12/2019-S. E.Q. 6/18/2019-In committee: Set, first hearing. Hearing canceled at the request of author.</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.This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 371 Frazier D</p> <p>Transportation: freight: statewide economic growth, prosperity, and resiliency assessment.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)</p> | <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 growth, prosperity, and resiliency assessment of the California freight sector on or before December 31, 2021, and to update the assessment at least once every 5 years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with the Legislature and 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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 380 Frazier D</p> <p>Office of the Transportation Inspector General.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2019)(May be acted upon Jan 2020)</p> | <p>Existing law creates the Department of Transportation within the Transportation Agency and creates the Independent Office of Audits and Investigations within the department, with specified powers and duties. Existing law requires the Governor to appoint the director of the office for a 6-year term, subject to confirmation by the Senate, and provides that the director, known as the Inspector General, may not be removed from office during the term except for good cause. Existing law specifies the duties and responsibilities of the Inspector General with respect to the department and local agencies receiving state and federal transportation funds through the department, and requires an annual report to the Legislature and Governor. This bill would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 4-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause. The bill would specify the duties and responsibilities of the Transportation Inspector General and set the salary of the Transportation Inspector General. The bill would require the Transportation Inspector General to submit an annual report to the Governor, the Legislature, and the California Transportation Commission.</p> | |
| <p>AB 397 Chau D</p> <p>Vehicles: driving under the influence.</p> | <p>5/24/2019-S. RLS. 6/18/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS.</p> | <p>Existing law makes it a crime for a person who is under the influence of an alcoholic beverage, a drug, or the combined influence of an alcoholic beverage and a drug, to drive a vehicle. Existing law also makes it a crime for a person to drive under the influence and proximately cause bodily harm to another person, as specified. This bill would, commencing January 1, 2022, and monthly thereafter, require the above-described individuals and entities to submit to the Department of Justice data relating to arrests made for driving under the influence and arrests in which cannabis was suspected to be the substance, or one of the substances, of which the person was under the influence. This bill would require the Attorney General, on or before January 1, 2021, to prescribe a format for the reporting of that data. By creating new reporting requirements for local law enforcement agencies, 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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 401 Flora R</p> <p>Vehicles: driving under the influence.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 3/19/2019)(May be acted upon Jan 2020)</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> | |
| <p>AB 418 Kalra D</p> <p>Evidentiary privileges: union agent-represented worker privilege.</p> | <p>5/1/2019-S. JUD. 6/21/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-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>AB 471 Fong R</p> <p>Driver's licenses and identification cards: renewal notices.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2019)(May be acted upon Jan 2020)</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> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 477 Cervantes D</p> <p>Emergency preparedness: vulnerable populations.</p> | <p>6/11/2019-S. APPR. 6/11/2019-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (June 11). Re-referred to Com. on APPR.</p> | <p>The California Emergency Services Act creates, within the office of the Governor, the Office of Emergency Services, which is responsible for addressing natural, technological, or manmade disasters and emergencies, including responsibility for activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. Existing law authorizes cities, cities and counties, and counties to create disaster councils, by ordinance, to develop plans for meeting any condition constituting a local emergency or state of emergency, including, but not limited to, earthquakes, natural or manmade disasters specific to that jurisdiction, or state of war emergency. This bill would require a county, or a city and county, to include representatives from the access and functional needs population, as defined, in the next regular update to its emergency plan, as specified. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 510 Cooley D</p> <p>Local government records: destruction of records.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 2/21/2019)(May be acted upon Jan 2020)</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>AB 520 Kalra D</p> <p>Public works: public subsidy.</p> | <p>6/12/2019-S. APPR. 6/12/2019-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 12). Re-referred to Com. on APPR.</p> | <p>Existing law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Existing law defines “public works” to include, among other things, construction, alteration, demolition, installation, or repair work done under contract and paid for, in whole or in part, out of public funds, but exempts from that definition, among other projects, an otherwise private development project if the state or political subdivision provides, directly or indirectly, a public subsidy to the private development project that is de minimis in the context of the project. This bill would provide that a public subsidy is de minimis if it is both less than \$275,000 and less than 2% of the total project cost. The bill would specify that those provisions do not apply to a project that was advertised for bid, or a contract that was awarded before July 1, 2020.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 578 Mullin D</p> <p>Teachers: The California STEM Teaching Pathway Act of 2019.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)</p> | <p>(1)Existing law establishes a system of public elementary and secondary schools in this state, and authorizes local educational agencies throughout the state to operate schools and provide instruction to pupils in kindergarten and grades 1 to 12, inclusive. Existing law establishes the State Department of Education under the administration of the Superintendent of Public Instruction. The department has numerous duties relating to the governance and funding of public elementary and secondary education in this state. This bill would establish the California STEM Teaching Pathway for purposes of recruiting, preparing, supporting, and retaining qualified science, technology, engineering, and mathematics (STEM) professionals, including military veterans, as mathematics, science, engineering, and computer science teachers in California. The bill would authorize various activities as part of the California STEM Teaching Pathway, including developing and distributing statewide recruitment materials encouraging interested STEM professionals to pursue teaching careers in mathematics, science, engineering, and computer science, and providing information to STEM professionals and current teachers regarding the requirements for obtaining a teaching credential in mathematics, science, engineering, and computer science and how to complete those steps, applying to teacher preparation programs, and accessing financial aid. This bill contains other related provisions.</p> | |
| <p>AB 589 Gonzalez D</p> <p>Employment: unfair immigration-related practices.</p> | <p>6/12/2019-S. JUD. 6/12/2019-From committee: Do pass and re-refer to Com. on JUD. (Ayes 4. Noes 0.) (June 12). Re-referred to Com. on 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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 625 Kalra D</p> <p>Service contracts: public transit: collection and transportation of solid waste: retention of employees.</p> | <p>6/12/2019-S. L., P.E. & R. 6/12/2019- Referred to Com. on L., P.E. & R.</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> | |

**STA Bill Matrix
as of June 24, 2019**

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

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 659 Mullin D</p> <p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/10/2019)(May be acted upon Jan 2020)</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>AB 672 Cervantes D</p> <p>Public employees' retirement: disability retirement: reinstatement.</p> | <p>6/12/2019-S. APPR. 6/12/2019-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 12). Re-referred to Com. on APPR.</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> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 673 Carrillo D</p> <p>Failure to pay wages: penalties.</p> | <p>6/6/2019-S. L., P.E. & R. 6/20/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.</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, including a provision prohibiting wage differential on the basis of sex, as specified. Existing law requires the Labor Commissioner to recover that penalty as part of a hearing held to recover unpaid wages and penalties or in an independent civil action. Existing law requires that a specified percentage of the penalty recovered under that provision be paid into a fund within the Labor and Workforce Development Agency dedicated to educating employers about state labor laws and that the remainder be paid into the State Treasury to the credit of the General Fund. This bill would also authorize the affected employee to bring an action to recover specified statutory penalties against the employer as part of a hearing held to recover unpaid wages. The bill would remove the authority for the Labor Commissioner to recover civil penalties in an independent civil action. The bill would also modify the list of statutes that a statutory penalty may be recovered for violation of by deleting the provision prohibiting wage differentials on the basis of sex and by adding a provision relating to wages paid to an employee who is licensed under the Barbering and Cosmetology Act. The bill would authorize an employee to either recover statutory penalties under these provisions or to enforce civil penalties under a specified provision of the Labor Code Private Attorneys General Act of 2004, but not both, for the same violation.</p> | |
| <p>AB 676 Frazier D</p> <p>California Transportation Commission: annual report.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 3/25/2019)(May be acted upon Jan 2020)</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> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| AB 752 Gabriel D Public transit: transit stations: lactation rooms. | 6/6/2019-S. TRANS. 6/6/2019-Referred to Com. on TRANS. | Existing law requires the airport manager of an airport operated by a city, county, city and county, or airport district that conducts commercial operations and that has more than one million enplanements a year, or upon new terminal construction or the replacement, expansion, or renovation of an existing terminal, to provide a room or other location at each airport terminal behind the airport security screening area for members of the public to express breast milk in private. This bill would require a multimodal transit station that meets certain criteria, including that it has an enclosed waiting room of no less than 4,000 square feet, or a transit station that is proposed to serve California’s high-speed rail system, that commences operations or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | |
| AB 784 Mullin D Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses. | 6/24/2019-S. APPR. 6/24/2019-Action From APPR.: Read second time and amended. Re-referred to APPR.. | Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale of, and the storage and use of, or other consumption in this state of, specified zero-emission technology medium- and heavy-duty transit bus vehicles. | |
| AB 851 Cooper D Drug masking products. | 6/20/2019-A. DESK 6/20/2019-Read third time. Passed. Ordered to the Assembly. (Ayes 40. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling. | 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. | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 867 Wood D</p> <p>Department of Motor Vehicles.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2019)(May be acted upon Jan 2020)</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>AB 880 Obernolte R</p> <p>Transportation network companies: participating drivers: criminal background checks.</p> | <p>6/19/2019-S. PUB. S. 6/19/2019-Re-referred to Com. on PUB. S.</p> | <p>The Passenger Charter-party Carriers' Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using a personal vehicle. Existing law requires a transportation network company to conduct, or have a third party conduct, a local and national criminal background check for each participating driver, as specified, and prohibits a transportation network company from contracting with, employing, or retaining a driver if the driver, among other things, is currently registered on the United States Department of Justice National Sex Offender Public website, has been convicted of any of certain terrorism-related felonies or a violent felony or, within the previous 7 years, has been convicted of any misdemeanor assault or battery, any domestic violence offense, driving under the influence of alcohol or drugs, or any of a specified list of felonies. A violation of the act is a misdemeanor punishable by a fine, imprisonment, or both a fine and imprisonment. This bill would additionally prohibit a transportation network company from contracting with, employing, or retaining a driver if the driver has been convicted of specified human trafficking offenses and would delete erroneous cross-references to code sections specified in existing law. By expanding the scope of a crime, the bill would impose a state-mandated local program. This bill contains other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 923 Wicks D</p> <p>Bay Area Rapid Transit District: electricity procurement and delivery.</p> | <p>6/18/2019-S. APPR. 6/18/2019-Action From E. U., & C.: Do pass as amended.To APPR..</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>AB 931 Boerner Horvath D</p> <p>Local boards and commissions: representation: appointments.</p> | <p>6/24/2019-S. AGING & L.T.C. 6/24/2019-Action From JUD.: Read second time and amended.Re-referred to AGING & L.T.C..</p> | <p>Current law establishes the policy of the Legislature to ensure equal access to specific information about the many local regulating and advisory boards, commissions, and committees and to ensure equal opportunity to be informed of vacancies on those boards. Current law requires each legislative body of a local agency to prepare an appointments list of all regular and ongoing boards, commissions, and committees that are appointed by the legislative body of the local agency. This bill, on and after January 1, 2030, would require the composition of a local board and commission of a city with a population of 50,000 or greater 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, thereby imposing a state-mandated local program.</p> | |
| <p>AB 945 McCarty D</p> <p>Local government: financial affairs: surplus funds.</p> | <p>6/19/2019-S. B. & F. I. 6/20/2019-From committee: Do pass and re-refer to Com. on B. & F.I. (Ayes 5. Noes 0.) (June 19). Re-referred to Com. on B. & F.I.</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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 970 Salas D</p> <p>California Department of Aging: grants: transportation.</p> | <p>5/29/2019-S. E.Q. 6/11/2019-From committee: Do pass and re-refer to Com. on EQ. (Ayes 4. Noes 0.) (June 10). Re-referred to Com. on EQ.</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 eligible applicants, including, but not limited to, area agencies on aging and public transit operators, to fund transportation to and from nonemergency medical services for older individuals and persons with a disability, for the purpose of reducing greenhouse gas emissions. The bill would require that transportation be made available using the purchase, lease, operation, or maintenance of zero-emission 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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 983 Boerner Horvath D</p> <p>Transportation electrification.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/7/2019)(May be acted upon Jan 2020)</p> | <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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 992 Mullin D</p> <p>Open meetings: local agencies: social media.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/7/2019)(May be acted upon Jan 2020)</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 prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1025 Grayson D</p> <p>Transportation: California Transportation Commission: San Ramon Branch Corridor: reimbursement.</p> | <p>6/6/2019-S. TRANS. 6/6/2019-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 the allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Through certain commission resolutions, the commission allocated moneys appropriated to it in the 1980s from the Transportation Planning and Development Account to the County of Contra Costa for the acquisition of a specified right-of-way, and for associated projects, relating to the San Ramon Branch Corridor. Those resolutions require the county to reimburse the state if the county fails to meet specified conditions. This bill would relinquish the rights of the state to reimbursement pursuant to those resolutions. This bill would also require the County of Contra Costa to revise the bylaws of the Iron Horse Corridor Management Program Advisory Committee to: (1) include a seat for a Contra Costa Transportation Authority representative, (2) expand the management program elements to include a new, 7th element that considers proposals to study new and emerging mobility modes and technologies in the corridor, and (3) include a new task in the committee’s work program to recommend a framework for acting on these proposals. The bill would also make findings and declarations in support of these requirements. By imposing new duties on local public officials, the bill would create a state-mandated local program. This bill contains other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 1056 Garcia, Eduardo D</p> <p>Speed laws: residence districts.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/7/2019)(May be acted upon Jan 2020)</p> | <p>Existing law establishes a prima facie speed limit of 25 miles per hour on any highway other than a state highway, in a business or residence district, except as specified. Under existing law, a “residence district” is a portion of highway and contiguous property other than a business district, with 13 or more separate dwelling houses or business structures on one side of the highway, or 16 or more separate dwelling houses or business structures on both sides of the highway, within a distance of 1/4 mile. This bill would authorize the County of Imperial to implement a demonstration project to expand the definition of a residence district for purposes of existing speed laws to include any portion of a highway and the property contiguous to that highway, with at least 13 separate dwelling houses or business structures located upon both sides of the property contiguous to the highway, collectively, within a distance of 1/4 mile. The bill would require the property to be located in an unincorporated portion of the county within 35 air miles of a border with a foreign jurisdiction. This bill contains other related provisions.</p> | |
| <p>AB 1089 Stone, Mark D</p> <p>Santa Cruz Metropolitan Transit District.</p> | <p>6/11/2019-S. APPR. 6/11/2019-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (June 11). Re-referred to Com. on APPR.</p> | <p>Existing law authorizes the formation of the Santa Cruz Metropolitan Transit District, with specified powers and duties related to the operation of public transit services serving the County of Santa Cruz. Existing law requires the district’s purchases of supplies, equipment, and materials exceeding \$25,000 to be by contract let to the lowest responsible bidder. This bill would instead require the district’s purchase of supplies, equipment, and materials exceeding \$50,000 to be by contract let to either the lowest responsible bidder or to the responsible bidder that submits a proposal that provides the best value to the district. The bill would require the district to obtain a minimum of 3 quotations, as specified, for a procurement exceeding \$5,000 and, in the case of the purchase of supplies, equipment, or materials, not exceeding \$50,000 or, in the case of the construction of facilities and works, not exceeding \$10,000. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>AB 1112 Friedman D</p> <p>Shared mobility devices: local regulation.</p> | <p>5/29/2019-S. TRANS. 6/19/2019-In committee: Hearing postponed by committee. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.</p> | <p>Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. The bill would allow a local authority to enact reasonable regulations on shared mobility devices and providers within its jurisdiction, including, but not limited to, requiring a shared mobility service provider to obtain a permit. The bill would allow a local authority to ban persons from deploying and offering shared mobility devices for hire on its public right of way, subject to the California Environmental Quality Act. This bill contains other related provisions.</p> | |
| <p>AB 1115 Quirk-Silva D</p> <p>California Global Warming Solutions Act of 2006: Low-Carbon Fuel Standard regulations.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2019)(May be acted upon Jan 2020)</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. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would require the state board to amend the Low-Carbon Fuel Standard regulations to consider the attainment of standards under the federal Clean Air Act, consider specified climate goals, complement existing oxides of nitrogen reductions programs to ensure value-added support to meet 2023 and 2031 federal nonattainment deadlines, and apply performance-based metrics.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 1142 Friedman D</p> <p>Regional transportation plans: transportation network companies.</p> | <p>6/19/2019-S. E. U., & C. 6/19/2019-Re-referred to Coms. on E., U. & C. and JUD.</p> | <p>(1)Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan. Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under existing law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Existing law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators.This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1157 Burke D</p> <p>Time Deposit Program: report.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May be acted upon Jan 2020)</p> | <p>Existing law, which is known as the Time Deposit Program, requires the Treasurer, if possible, to deposit state money into an eligible bank. Existing law defines eligible bank to mean a bank selected by the Treasurer that meets certain requirements, including that it received an overall rating of not less than satisfactory in its most recent evaluation by the appropriate federal financial supervisory agency of the bank’s record of meeting the credit needs of the state’s communities, including low- and moderate-income neighborhoods.This bill, on or before January 1, 2022, and on or before January 1 each year thereafter, would require the Treasurer to submit a report to the Legislature on the Time Deposit Program, as provided.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|----------|
| <p>AB 1184 Gloria D</p> <p>Public records: writing transmitted by electronic mail: retention.</p> | <p>6/6/2019-S. JUD. 6/6/2019-Referred to Com. on JUD.</p> | <p>The California Public Records Act requires a public agency, defined to mean any state or local agency, to make public records available for inspection, subject to certain exceptions. Existing law specifies that public records include any writing containing information relating to the conduct of the public's business, including writing transmitted by electronic mail. The act requires any agency that has any information that constitutes a public record not exempt from disclosure, to make that public record available in accordance with certain provisions and authorizes every agency to adopt regulations stating the procedures to be followed when making its records available, if the regulations are consistent with those provisions. Existing law authorizes cities, counties, and special districts to destroy or to dispose of duplicate records that are less than two years old when they are no longer required by the city, county, or special district, as specified. This bill would, unless a longer retention period is required by statute or regulation, require a public agency for purposes of the California Public Records Act to retain and preserve for at least 2 years every writing containing information relating to the conduct of the public's business prepared, owned, or used by any public agency that is transmitted by electronic mail. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1198 Stone, Mark D</p> <p>Public employees' retirement: pension reform: excepted employees: transit workers.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/21/2019)(May be acted upon Jan 2020)</p> | <p>The California Public Employees' Pension Reform Act of 2013 (PEPRA), among other things, establishes new retirement formulas, which are generally applicable to employees first employed on or after January 1, 2013, and which a public employer offering a defined benefit pension plan is prohibited from exceeding. PEPRA excepts certain public employees from its provisions, including certain transit workers whose interests are protected by specified federal law until a federal district court ruled that a United States Department of Labor determination that the application of PEPRA to these workers violated federal law was in error, or until January 1, 2016, as specified. A district court ruling to this effect occurred on December 31, 2014. This bill would except transit workers hired before January 1, 2016, from PEPRA by removing the federal district court contingency language from the provision excepting certain transit workers from PEPRA, as described above.</p> | |
| <p>AB 1208 Ting D</p> <p>Utility user taxes: exemption: clean energy resource.</p> | <p>6/24/2019-S. THIRD READING 6/24/2019-Action From GOV. & F.: Read second time. To THIRD READING.</p> | <p>Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity in the unincorporated area of the county. This bill would extend the repeal date of the above-described exemption from January 1, 2020, to January 1, 2027. The bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities. This bill contains other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 1226 Holden D</p> <p>State highways: property leases: assessment.</p> | <p>6/19/2019-S. TRANS. 6/19/2019-Re-referred to Com. on TRANS.</p> | <p>Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease to public or private entities areas above or below state highways. Existing law authorizes the department, in certain cases, to make the land or airspace within the right-of-way of a highway available to a public entity for specified transit-related purposes. This bill would provide examples of “airspace” and “areas above or below state highways” for purposes of those provisions. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1243 Fong R</p> <p>Traffic Relief and Road Improvement Act.</p> | <p>3/25/2019-A. TRANS. 4/4/2019-Re-referred to Com. on TRANS.</p> | <p>(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues. This bill would continuously appropriate the revenues in the account, after deductions for administration, with 40% of the revenues to be allocated to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, 40% of the revenues to be apportioned by the Controller to cities and counties for road purposes pursuant to a specified formula, and 20% to fund projects in the State Transportation Improvement Program that create measurable reductions in traffic congestion, thereby making an appropriation. The bill would require the California Transportation Commission to adopt performance criteria and metrics for expenditure of certain of these revenues, and would impose various requirements on cities and counties in order to receive apportionments. The bill would also require the department to implement efficiency measures with the goal of generating \$100,000,000 annually in savings at the department and to propose, from the identified savings, an appropriation to be included in the annual Budget Act of up to \$100,000,000 from the State Highway Account for expenditure on the Active Transportation Program. This bill contains other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 1262 O'Donnell D</p> <p>California Sustainable Freight Action Plan.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)</p> | <p>Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Executive Order No. B-32-15 directed the Secretary of Transportation, the Secretary for Environmental Protection, and the Secretary of the Natural Resources Agency to lead other relevant state departments, including the State Air Resources Board, in developing an integrated action plan by July 2016 and to establish targets to improve freight efficiency, transition to zero-emission technologies, and increase the competitiveness of the state's freight system. The California Sustainable Freight Action Plan was completed in response to Executive Order No. B-32-15. This bill would require, by January 1, 2021, and every 5 years thereafter, the state board, the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development, in collaboration with relevant stakeholders, to update the California Sustainable Freight Action Plan, as provided.</p> | |
| <p>AB 1276 Bonta D</p> <p>Green New Deal.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/21/2019)(May be acted upon Jan 2020)</p> | <p>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.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 1277 Obernolte R</p> <p>Transportation projects: oversight committees.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/11/2019)(May be acted upon Jan 2020)</p> | <p>Existing law provides various sources of revenue for transportation projects undertaken by state and local agencies. The Public Works Project Peer Review Act of 2013 authorizes a public agency principally tasked with administering, planning, developing, and operating a public works project to establish a peer review group to give expert advice on the scientific and technical aspects of the public works project, as specified. This bill would require a public agency administering a megaproject, which the bill would define as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000, to take specified actions to manage the risks associated with the megaproject, including establishing a comprehensive risk management plan and regularly reassessing its reserves for potential claims and unknown risks. The bill would require a public agency administering a megaproject to establish a project oversight committee composed of specified individuals to review the megaproject and perform other specified duties. The bill would require the public agency administering the megaproject to provide quarterly reports to the project oversight committee. The bill would require the project oversight committee to provide annual reports to the California Transportation Commission until the year following the completion of the megaproject. By requiring local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1284 Carrillo D</p> <p>Carbon neutrality.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2019)(May be acted upon Jan 2020)</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> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 1286 Muratsuchi D</p> <p>Shared mobility devices: agreements.</p> | <p>5/29/2019-S. JUD. 6/17/2019-In committee: Set, first hearing. Hearing canceled at the request of author.</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, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance and would prohibit the provider from including specified provisions in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.</p> | |
| <p>AB 1316 Gallagher R</p> <p>Internet: social media or search engine service: censorship.</p> | <p>5/28/2019-A. RLS. 5/28/2019-Re-referred to Com. on RLS. pursuant to Assembly Rule 97.</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. However, the bill would authorize a site to remove content of a political nature if the site's content is limited to the promotion of only certain political viewpoints and the content is inconsistent with those viewpoints or the content violates the site's community values, provided that the content limitation and community values are clearly stated in the user terms and conditions.</p> | |
| <p>AB 1347 Boerner Horvath D</p> <p>Electricity: renewable energy and zero-carbon resources: state and local government buildings.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/11/2019)(May be acted upon Jan 2020)</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> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p>AB 1350 Gonzalez D</p> <p>Youth Transit Pass Pilot Program.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2019)(May be acted upon Jan 2020)</p> | <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 create the Youth Transit Pass Pilot Program upon the appropriation of moneys from the Greenhouse Gas Reduction Fund by the Legislature, and would require the department to administer the program. The bill would require the department to award available moneys to eligible participants, as defined, to provide free transit passes to persons under the age of 25 through new or existing transit pass programs, as specified. The bill would require the department to develop guidelines that describe the application process, selection criteria, performance measures, and reporting requirements that evaluate the effectiveness of the program. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the outcomes of the program and the status of transit pass programs statewide. This bill contains other related provisions.</p> | |
| <p>AB 1351 Lackey R</p> <p>Transit operators: paratransit and dial-a-ride services: assessment.</p> | <p>6/19/2019-S. TRANS. 6/19/2019-Re-referred to Com. on TRANS.</p> | <p>Existing law requires a for-profit or nonprofit transit operator that receives funds through the Mills-Alquist-Deddeh Act and that provides dial-a-ride or paratransit service to provide those services consistent with certain requirements. Existing law requires a transit operator to honor any current valid identification card for the type of transportation service or discount requested and that has been issued to an individual with disabilities by another transit operator. Existing law establishes in state government the Transportation Agency, which consists of various state entities, including the Department of Transportation. This bill would require the agency, in consultation with public transit operators, to conduct an assessment of the procedures public transit operators use to provide dial-a-ride and paratransit services to individuals with disabilities who are visiting their service territories and are certified to use another in-state public transit operator's similar dial-a-ride and paratransit services. The bill would require the agency to publish the assessment on its internet website on or before October 1, 2020. The bill would require the agency, after conducting and publishing the assessment, to adopt guidelines for the development of a statewide program to enable individuals with disabilities who a public transit operator has certified to use its dial-a-ride and paratransit services to use another in-state public transit operator's similar dial-a-ride and paratransit services.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|--|
| <p>AB 1374 Fong R</p> <p>Department of Transportation: state highways.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)</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>AB 1413 Gloria D</p> <p>Transportation: local transportation authorities: transactions and use taxes.</p> | <p>5/29/2019-S. TRANS. 5/29/2019-Referred to Coms. on TRANS. and GOV. & F.</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>Support (Board Action: 4/10/19)</p> |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 1431 Burke D</p> <p>Greenhouse gases: education, career technical education, job training, and workforce development.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)</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> | |
| <p>AB 1442 Rivas, Luz D</p> <p>Income taxes: credits: Share Our Values Tax Credit.</p> | <p>6/19/2019-S. GOV. & F. 6/19/2019-Re-referred to Com. on GOV. & F.</p> | <p>The Personal Income Tax Law and the Corporation Tax Law allow a motion picture credit for taxable years beginning on or after January 1, 2020, to be allocated by the California Film Commission on or after July 1, 2020, and before July 1, 2025, in an amount equal to 20% or 25% of qualified expenditures for the production of a qualified motion picture in this state, with additional credit amounts allowed, including for amounts equal to specified qualified expenditures and qualified wages relating to original photography outside the Los Angeles zone, as specified. This bill, for taxable years beginning on or after January 1, 2020, and before January 1, 2026, would allow an additional tax credit, in an amount equal to 5% of qualified expenditures, described above, to qualified taxpayers allocated the tax credits described above, that either relocated to California from, or chose not to pay or incur qualified expenditures for a qualified motion picture in, a state that has pending legislation or existing law that prohibits access to, criminalizes the provision of, or otherwise restricts a woman's access to abortion services after 8 weeks from the beginning of the pregnancy or earlier. The bill would further provide that the tax credits be allocated by the California Film Commission on or after July 1, 2020, and before July 1, 2025, in the same manner and time period as the motion picture credit. The bill would limit the aggregate amount of these new credits to be allocated in each fiscal year to \$100,000,000, plus additional specified amounts. The bill would require these credits to be allocated on a first-come-first-served basis. This bill contains other related provisions.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 1445 Gloria D</p> <p>Climate change: emergency declaration and policy.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PRINT on 2/22/2019)(May be acted upon Jan 2020)</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> | |
| <p>AB 1456 Kiley R</p> <p>State highways: Route 193: relinquishment.</p> | <p>5/29/2019-S. TRANS. 5/29/2019-Referred to Com. on TRANS.</p> | <p>Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for the California Transportation Commission to adopt a highway on an authorized route. Existing law requires the commission to relinquish to local agencies state highway portions that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. Existing law acknowledges the relinquishment of a portion of Route 193 in the City of Lincoln, and requires the city to install and maintain signs directing motorists to the continuation of Route 193 and to other routes, and to ensure the continuity of traffic flow on the relinquished portion of Route 193. This bill would repeal those requirements on the city. The bill would authorize the commission to relinquish to the City of Lincoln the portion of Route 193 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|----------|
| <p>AB 1486 Ting D</p> <p>Surplus land.</p> | <p>6/12/2019- S. GOV. & F. 6/12/2019- Referred to Coms. on GOV. & F., HOUSING and G.O.</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. Existing law defines “exempt surplus land” to mean land that is less than 5,000 square feet in area, less than the applicable minimum legal residential building lot size, or has no record access and is less than 10,000 square feet in area, and that is not contiguous to land owned by a state or local agency and used for park, recreational, open-space, or affordable housing. 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 specify that the term “district” includes all districts within the state, and that this change is declaratory of existing law. 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 define “governmental operations” to mean land that is being used for the express purpose of agency work or operations, as specified. The bill would provide that land is presumed to be surplus land when a local agency initiates an action to dispose of it. The bill would provide that “surplus land” for these purposes includes land held in the Community Redevelopment Property Trust Fund and land that has been designated in the long-range property management plan, either for sale or for retention, for future development, as specified. The bill would also broaden the definition of “exempt surplus land” to include specified types of lands. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 1515 Friedman D</p> <p>Planning and zoning: community plans: review under the California Environmental Quality Act.</p> | <p>6/5/2019-S. JUD. 6/17/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on JUD.</p> | <p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development and the development of any land outside its boundaries that, in the planning agency's judgment, bears relation to its planning, as provided. After the legislative body has adopted a general plan, that law also authorizes, or if so directed by the legislative body, requires, the planning agency to prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan, as provided. This bill, notwithstanding the above-described requirement for a court to enter an order under CEQA, would prohibit a court in an action or proceeding to attack, review, set aside, void, or annul the acts or decisions of the local agency, including a charter city, in adopting an update to a community plan on the grounds of noncompliance with CEQA from, on the basis of that noncompliance, invalidating, reviewing, voiding, or setting aside the approval of a development project that meets certain requirements. The bill would define various terms for these purposes. The bill would specify that these provisions do not affect or alter the obligation for the approval of a development project that is consistent with an approved community plan update to comply with CEQA or, except as expressly provided, preclude or limit an action to attack, review, set aside, void, or annul the approval of a development project that is consistent with an approved community plan pursuant to specified law. The bill would repeal these provisions as of January 1, 2025, but would provide that the repeal of these provisions does not affect any right or immunity granted by the bill to a development project that meets specified requirements before that date. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1536 Gray D</p> <p>Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts: standards.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/28/2019)(May be acted upon Jan 2020)</p> | <p>Existing law establishes the Office of Planning and Research in the Governor's office, under the control of the Director of State Planning and Research appointed by the Governor. Existing law requires the office to serve the Governor and the Governor's cabinet as staff for long-range planning and research and as the comprehensive state planning agency, as provided. Among other things, existing law requires the office to develop a housing cost manual which may be used by local agencies in assessing the impact on housing costs of alternative land use proposals and land use regulatory programs of local agencies, and as an aid in evaluating private land use proposals. This bill, no later than November 30, 2020, would require the office to develop standards for the formation of Reinvestment in Infrastructure for a Sustainable and Equitable California (RISE) districts. The bill would require that these standards encourage equitable development in location-efficient areas adjacent to public transit investments in passenger rail in order to refocus growth toward city centers while reducing greenhouse gas emissions and reinforcing community resilience.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 1543 Holden D</p> <p>Transportation funds: transit operators: fare revenues.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/14/2019)(May be acted upon Jan 2020)</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> | |
| <p>AB 1560 Friedman D</p> <p>California Environmental Quality Act: transportation: major transit stop.</p> | <p>6/19/2019- S. HOUSING 6/19/2019-Action From E.Q.: Do pass as amended.To HOUSING..</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. This bill contains other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 1580 Levine D</p> <p>Major infrastructure construction projects: oversight committees.</p> | <p>6/6/2019-S. G.O. 6/18/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on G.O.</p> | <p>Existing law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require a state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, to develop and use risk management plans throughout the course of the project, and to take specified actions relating to managing risks. The bill would require the oversight committee to act as the authority for critical decisions regarding the implementation of the project's risk management plan and to have sufficient staff to support decisionmaking.</p> | |
| <p>AB 1605 Ting D</p> <p>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</p> | <p>6/13/2019-S. TRANS. 6/13/2019-Read second time and amended. Re-referred to Com. on TRANS.</p> | <p>Existing law prohibits a local authority from enacting or enforcing an ordinance or resolution on matters covered by the Vehicle Code unless expressly authorized by the Vehicle Code. Existing law authorizes local authorities, for highways under their jurisdiction, to adopt rules and regulations by ordinance or resolution regarding specified matters, including, among others, prohibiting entry to, or exit from, or both entry to or exit from, any street by means of certain roadway design features to implement the circulation element of a general plan. Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for extra legal loads, after December 31, 1990, unless the local agency imposed the fee before June 1, 1989. This bill would make legislative findings and declarations as to the necessity of a special statute for the City and County of San Francisco. This bill contains other existing laws.</p> | |
| <p>AB 1633 Grayson D</p> <p>Regional transportation plans: traffic signal optimization plans.</p> | <p>5/8/2019-S. TRANS. 6/5/2019-In committee: Hearing postponed by committee.</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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|----------|
| <p>AB 1748 Bonta D</p> <p>California Family Rights Act: flight crews.</p> | <p>6/12/2019-S. APPR. 6/12/2019-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 12). Re-referred to Com. on APPR.</p> | <p>Existing law, the Moore-Brown-Roberti Family Rights Act, or the California Family Rights Act (CFRA), makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period to bond with a new child or care for themselves or a family member, as specified. Existing law makes this leave available to an employee with more than 12 months of service with the employer and at least 1,250 hours of service with the employer within the last 12 months. This bill would amend the 1,250 hours of service requirement as applied to airline flight deck or cabin crew employees, as defined, in a manner consistent with the federal Family and Medical Leave Act of 1993. The bill would authorize the Department of Fair Employment and Housing to adopt regulations to calculate leave available to flight crew employees under these provisions.</p> | |
| <p>AB 1810</p> <p>Committee on Transportation</p> <p>Transportation: omnibus bill.</p> | <p>5/29/2019-S. TRANS. 6/17/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.</p> | <p>(1)Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>SB 1 Atkins D</p> <p>California Environmental, Public Health, and Workers Defense Act of 2019.</p> | <p>6/19/2019- A. NAT. RES. 6/19/2019-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 6. Noes 1.) (June 18). Re-referred to Com. on NAT. RES.</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>SB 43 Allen D</p> <p>Carbon taxes.</p> | <p>6/6/2019-A. NAT. RES. 6/17/2019-From committee with author's amendments. Read second time and amended. Re- referred to Com. on NAT. RES.</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, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified.This bill contains other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>SB 44 Skinner D</p> <p>Medium- and heavy-duty vehicles: comprehensive strategy.</p> | <p>6/3/2019- A. TRANS. 6/19/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.</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. This bill would require the state board, no later than January 1, 2021, and at least every 5 years thereafter, in consultation with the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development and in collaboration with relevant stakeholders, to update the state board's 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium-duty and heavy-duty vehicles in the state for the purpose of bringing the state into compliance with federal ambient air quality standards and reducing motor vehicle greenhouse gas emissions from the medium-duty and heavy-duty vehicle sector. The bill would require the state board to recommend reasonable and achievable goals, based on specified factors, for reducing emissions from medium-duty and heavy-duty vehicles by 2030 and 2050, respectively, as part of the comprehensive strategy. The bill also would require the state board to include other specified information in the updates to the 2016 mobile source strategy. The bill would authorize the state board to establish a process to identify medium-duty and heavy-duty vehicle segments that can more quickly reduce motor vehicle emissions, consistent with the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, with a beachhead market analysis. This bill contains other existing laws.</p> | |
| <p>SB 59 Allen D</p> <p>Autonomous vehicle technology: Statewide policy.</p> | <p>6/10/2019- A. TRANS. 6/10/2019- Referred to Coms. on TRANS. and C. & C.</p> | <p>Existing law establishes the Office of Planning and Research in the Governor's office, which serves the Governor and the Governor's 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 certain guiding principles relating to autonomous 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 to convene an autonomous vehicle interagency working group of specified state agencies, including, among others, the Transportation Agency, the Department of Transportation, the State Air Resources Board, and the Department of Motor Vehicles, to guide policy development for autonomous vehicle technology consistent with the statewide principles described above. The bill would require the working group to submit its recommendations to further these principles to the Legislature on or before January 1, 2022. The bill would also make related findings and declarations.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p><u>SB 87</u> Committee on Budget and Fiscal Review Transportation.</p> | <p>6/17/2019- S. ENROLLMENT 6/17/2019- Withdrawn from committee. Ordered to third reading. Assembly Rule 63 suspended. Amendments by Assembly Member Fong tabled on motion by Assembly Member Calderon. Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 32. Noes 6.) Ordered to engrossing and enrolling.</p> | <p>(1)The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF), created by the bond act. The bond act makes the moneys in the TCIF available, upon appropriation in the annual Budget Act by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight movement, as determined by the commission. Existing law designates the commission as the administrative agency responsible for programming funds in the TCIF and authorizes the commission to adopt guidelines for the TCIF program.This bill would require the commission to establish a competitive funding program to provide funds to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select projects for programming and allocation. The bill would appropriate \$7,200,000, or a lesser amount, as specified, from the Trade Corridors Improvement Fund to the Department of Transportation for purposes of the program.This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|----------|
| <p>SB 127 Wiener D</p> <p>Transportation funding: active transportation: complete streets.</p> | <p>6/6/2019-A. TRANS. 6/6/2019-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 an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan described in paragraph (2) below and to establish interim goals, objectives, and actions to meet the department’s transportation mode shift goals, as specified. 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>SB 128 Beall D</p> <p>Public contracts: Best Value Construction Contracting for Counties Pilot Program.</p> | <p>5/2/2019-A. L. GOV. 6/19/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</p> | <p>Existing law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Existing law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Existing law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Existing law repeals the pilot program provisions on January 1, 2020.This bill would authorize the County of Santa Clara to utilize this pilot program and would extend the operation of those provisions until January 1, 2025. By expanding the crime of perjury, this bill would impose a state-mandated local program. This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Alameda, Los Angeles, Riverside, San Bernardino, San Diego, San Mateo, Santa Clara, Solano, and Yuba.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that no reimbursement is required by this act for a specified reason.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 137 DodD</p> <p>Federal transportation funds: state exchange programs.</p> | <p>6/3/2019-A. TRANS. 6/18/2019-From committee with author's amendments. Read second time and amended. Re-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 State Highway Account funds appropriated to the department. This bill contains other existing laws.</p> | <p>Support (Board Action: 2/13/19)</p> |
| <p>SB 142 Wiener D</p> <p>Employees: lactation accommodation.</p> | <p>5/30/2019-A. L. & E. 6/20/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. & E.</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 develop and propose for adoption building standards for the installation of lactation space for employees using the Lactation in the Workplace Ordinance adopted in the San Francisco Police Code as the starting point and amending those standards as necessary. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 152 Beall D</p> <p>Active Transportation Program.</p> | <p>5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)</p> | <p>Existing law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. Existing law requires the commission to award 50% of available funds to projects competitively awarded by the commission on a statewide basis, 10% of available funds to projects in small urban and rural regions, and the remaining 40% of available funds to projects selected by metropolitan planning organizations (MPO) in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population. Existing law requires the commission to develop guidelines and project selection criteria for the program in consultation with various agencies and interested parties. To ensure that MPOs have sufficient discretion to develop regional guidelines, existing law authorizes the commission to adopt separate guidelines for the state and the MPOs with regard to project selection criteria. Existing law requires the commission to initially adopt a 2-year program of projects for the program, with subsequent 4-year programs thereafter. This bill would require that 60% of available funds be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 25% to projects competitively awarded by the commission on a statewide basis. The bill would require, rather than authorize, the commission to adopt separate guidelines for the MPOs to ensure that they have sufficient discretion to adopt regional guidelines and would not limit those guidelines to project selection criteria. The bill would authorize an MPO to perform its own competitive project selection process in accordance with the regional guidelines adopted by the commission, or to request the commission to perform the competitive project selection process on the MPO's behalf in accordance with guidelines adopted by the commission for the projects awarded in small urban and rural regions and on a statewide basis. With respect to the funds made available to MPOs, the bill would require the commission to allocate those funds as a lump sum to the department for disbursement to each MPO for award to projects selected by the applicable MPO, unless the MPO requests the commission to conduct the competitive selection process on behalf of the MPO. The bill would authorize the commission to authorize the department to allocate a portion of the funds in the small urban and rural and the statewide distribution categories and, if the MPO requests the commission to perform the competitive project selection process on its behalf, to allocate a portion of those funds. The bill would make the provisions of the bill apply only to the 5th and successive funding cycles of the Active Transportation Program.</p> | <p>Support (Board Action: 4/10/19)</p> |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 211 Beall D</p> <p>State highways: leases.</p> | <p>6/6/2019-A. TRANS. 6/6/2019-Referred to Com. on TRANS.</p> | <p>Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to lease on a right of first refusal basis specified airspace under freeways, and real property acquired for highway purposes, that is not excess property, to specified local entities for purposes of emergency shelters or feeding programs, or other specified purposes, for a lease amount of \$1 per month and a payment of an administrative fee not to exceed \$500 per year, as specified. This bill would authorize the department to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes, that is not excess property, to the city or county in which the airspace or real property is located, or to a political subdivision of the city or county, for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels in the city or county, or political subdivision of the city or county, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified.</p> | |
| <p>SB 266 Leyva D</p> <p>Public Employees' Retirement System: disallowed compensation: benefit adjustments.</p> | <p>5/30/2019-A. P.E. & R. 6/17/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on P.E. & R.</p> | <p>(1)Existing law, the Public Employees' Retirement Law (PERL), establishes the Public Employees' Retirement System (PERS), which provides a defined benefit to members of the system, based on final compensation, credited service, and age at retirement, subject to certain variations. PERL authorizes a public agency to contract to make its employees members of PERS and prescribes a process for this. PERS is administered by its board of administration, which is responsible for correcting errors and omissions in the administration of the system and the payment of benefits. Existing law requires the board to correct all actions taken as a result of errors or omissions of the state or a contracting agency, in accordance with certain procedures. This bill would establish new procedures under PERL for cases in which PERS determines that the benefits of a member or annuitant are, or would be, based on disallowed compensation that conflicts with PEPR and other specified laws and thus impermissible under PERL. The bill would also apply these procedures retroactively to determinations made on or after January 1, 2017, if an appeal has been filed and the employee member, survivor, or beneficiary has not exhausted their administrative or legal remedies. At the threshold, after determining that compensation for an employee member reported by the state, school employer, or a contracting agency is disallowed, the bill would require the applicable employer to discontinue the reporting of the disallowed compensation. The bill would require that contributions made on the disallowed compensation, for active members, be credited against future contributions on behalf of the state, school employer, or contracting agency that reported the disallowed compensation and would require that the state, school employer, or contracting agency return to the member any contributions paid by the member or on the member's behalf. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>SB 277 Beall D</p> <p>Road Maintenance and Rehabilitation Program: Local Partnership Program.</p> | <p>5/16/2019-A. TRANS. 6/4/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.</p> | <p>Under existing law, the California Transportation Commission allocates various state and federal transportation funds through specified state programs to local and regional transportation agencies to implement projects consistent with the requirements of those programs. Existing law continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the commission for a program commonly known as the Local Partnership Program to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely for road maintenance and rehabilitation and other transportation improvement projects. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys. This bill would require the commission to apportion these funds on a formula basis to those of the local and regional transportation agencies described above that also have responsibility for funding, procuring, and constructing transportation improvements within their jurisdictions. The bill would require the commission, in conjunction with transportation planning agencies and county transportation commissions, and in consultation with other local agencies, to develop guidelines for the apportionment of these funds that, among other things, establish an apportionment formula, identify guaranteed minimum apportionments, and establish the types of eligible projects consistent with specified requirements. In order to receive an apportionment of funds from the commission in a funding cycle, the bill would require an eligible entity to submit to the commission a list of projects proposed to be funded with the funds. The bill would require the commission to approve a project list submitted by a local or regional transportation agency unless a project identified in the project list is not consistent with the project eligibility guidelines.</p> | |
| <p>SB 278 Beall D</p> <p>Metropolitan Transportation Commission.</p> | <p>4/26/2019-S. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/10/2019)(May be acted upon Jan 2020)</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 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.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>SB 319 Moore R</p> <p>State highways: Department of Transportation: German autobahn report.</p> | <p>4/23/2019-S. RLS. 4/23/2019- Withdrawn from committee. Re- referred to Com. on RLS.</p> | <p>Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law prohibits a person from driving a vehicle upon a highway with a speed limit established pursuant to specified provisions at a speed greater than that speed limit. Existing law prohibits a person from driving a vehicle upon a state highway at a speed greater than 65 miles per hour. This bill would require the department, on or before January 1, 2021, to submit a report that includes policy recommendations to the Legislature and the California Transportation Commission on any potential advantages of the German autobahn system compared to California's state highway system and on the feasibility of implementing those potential advantages in California, as specified.</p> | |
| <p>SB 336 Dodd D</p> <p>Transportation: fully- automated transit vehicles.</p> | <p>5/24/2019- A. TRANS. 5/24/2019- Referred to Coms. on TRANS. and C. & C.</p> | <p>Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. Existing law imposes various requirements on transit operators. This bill would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.</p> | |
| <p>SB 397 Glazer D</p> <p>Public transit operators: passengers with pets: evacuation orders.</p> | <p>5/30/2019- A. TRANS. 6/17/2019-From committee with author's amendments. Read second time and amended. Re- referred to Com. on TRANS.</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 the Office of Emergency Services and the Department of Food and Agriculture, in consultation with public transit operators and county emergency management officials, to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices. By creating new duties for public transit operators, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>SB 400 Umbert D</p> <p>Reduction of greenhouse gases emissions: mobility options.</p> | <p>5/30/2019-A. TRANS. 5/30/2019-Referred to Com. on TRANS.</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>SB 438 Hertzberg D</p> <p>Emergency medical services: dispatch.</p> | <p>6/13/2019-A. L. GOV. 6/18/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.</p> | <p>Existing law, the Warren-911-Emergency Assistance Act, requires every local public agency to establish within its jurisdiction a basic emergency telephone system that includes, at a minimum, police, firefighting, and emergency medical and ambulance services. Existing law authorizes a public agency to incorporate private ambulance service into the system. This bill would prohibit a public agency from delegating, assigning, or contracting for “911” emergency call processing or notification duties regarding the dispatch of emergency response resources unless the delegation or assignment is to, or the contract or agreement is with, another public agency. The bill would exempt from that prohibition a public agency that is a joint powers authority that contracted for emergency response resources on or before January 1, 2019, under certain conditions. The bill would authorize a public agency that contracted for dispatch of emergency response resources on or before January 1, 2019, to continue that contract or to renegotiate or adopt new contracts if the public agency and the public safety agencies that provide prehospital emergency medical services consent. The bill would state the Legislature’s intent to affirm and clarify a public agency’s duty and authority to develop emergency communication procedures and respond quickly to a person seeking emergency services through the “911” emergency telephone system. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 498 Hurtado D</p> <p>Trade Corridors Improvement Fund: grant program: short-line railroads.</p> | <p>6/6/2019-A. TRANS. 6/6/2019-Referred to Com. on TRANS.</p> | <p>The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, authorizes the issuance of \$19.925 billion of general obligation bonds for specified purposes, including \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF), created by the bond act. The bond act makes the moneys in the TCIF available, upon appropriation in the annual Budget Act by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission for infrastructure improvements along federally designated Trade Corridors of National Significance or along other corridors that have a high volume of freight movement, as determined by the commission. Existing law designates the commission as the administrative agency responsible for programming funds in the TCIF and authorizes the commission to adopt guidelines for the TCIF program. This bill would require the commission, upon appropriation by the Legislature of funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select grant recipients.</p> | |
| <p>SB 504 Monning D</p> <p>State highways: Route 1: relinquishment.</p> | <p>6/6/2019-A. TRANS. 6/18/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.</p> | <p>Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for the California Transportation Commission to adopt a highway on an authorized route. Existing law requires the commission to relinquish to local agencies state highway portions that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. This bill would authorize the commission to relinquish to the City of Pismo Beach the portion of Route 1 within its city limits if the department and the city enter into an agreement providing for that relinquishment, as specified.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 526 Allen D</p> <p>Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.</p> | <p>5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019)(May be acted upon Jan 2020)</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. 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 June 24, 2019**

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| <p>SB 664 Allen D</p> <p>Electronic toll and transit fare collection systems.</p> | <p>6/17/2019-A. TRANS. 6/17/2019-From committee: Be re-referred to Coms. on TRANS. and P. & C.P. (Ayes 11. Noes 0.) (June 17). Re-referred to Com. on TRANS.</p> | <p>(1)Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, as specified, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards.This bill would authorize a toll facility to require a vehicle owner or user of a toll facility to purchase, use, or install a second device to take advantage of a toll discount. The bill would require that changes made to these provisions on or after January 1, 2019, apply retroactively to January 1, 2011.(2)Existing law prohibits a transportation agency from selling or providing to any other person or entity personally identifiable information, as defined, of a person who subscribes to an electronic toll or electronic transit fare collection system or who uses a toll facility that employs an electronic toll collection system, except as specified. Existing law, with certain exceptions, requires a transportation agency to discard personally identifiable information within 4½ years, as specified.Under existing law, the requirement that the transportation agency discard personally identifiable information, as described above, does not prohibit a transportation agency or its designee from performing financial and accounting functions such as billing, account settlement, enforcement, or other financial activities required to operate and manage the electronic toll collection system or electronic transit fare collection system.This bill would instead provide that a transportation agency is not prohibited from using or providing personally identifiable information to any other person or entity for the sole purpose of operating and managing an electronic toll collection or electronic transit fare collection system including, among other things, performing collection, account maintenance, account settlement, and enforcement activities.The bill would prohibit, on or after January 1, 2020, a transportation agency from using or providing personally identifiable information for purposes of issuing public safety and travel alerts, or customer surveys, unless the transportation agency has received affirmative consent to do so.Existing law defines “transportation agency” for these purposes as the Department of Transportation, the Bay Area Toll Authority, any entity operating a toll bridge, toll lane, or toll highway within the state, any entity administering an electronic transit fare collection system and any transit operator participating in that system, or any entity under contract with those entities.This bill would expand the definition of “transportation agency” to also include any entity under contract at any level, including subcontractors, with those entities for purposes of billing, account settlement, enforcement, communications, or other activities related to the operation or management of an electronic toll collection system or electronic fare collection system.The bill would make a contractor or subcontractor that uses personally identifiable information for a purpose other than as identified by the toll or transit authority solely liable for damages for that misuse.Existing law authorizes a person whose personally identifiable information has been knowingly sold or otherwise provided in violation of these provisions to bring an action to recover actual damages, \$2,500 per violation, or \$4,000 per violation if the information has been knowingly sold or otherwise provided 3 or more times, whichever is greater, reasonable costs, and attorney’s fees.The bill would limit the damages a person could recover, as described above, to actual damages, not more than \$2,500 per violation, or not more than \$4,000 per violation if the information has been knowingly sold or otherwise</p> | |
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**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| | | <p>provided 3 or more times, whichever is less, reasonable costs, and attorney’s fees. The bill would provide, in the case of a repeat toll violator from whom the transportation agency has attempted to recover tolls or penalties, that a damage payment to the repeat toll violator shall not exceed \$4,000, regardless of the number of violations. This bill would require that changes made to the provisions described in this paragraph (2) on or after January 1, 2019, apply retroactively to January 1, 2011, for transportation agencies that employ electronic toll collection systems, and retroactively to January 1, 2014, for transportation agencies that employ electronic transit fare collection systems. (3) Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway and subjects a violator to civil penalties governed by a civil administrative procedure that includes an administrative investigation and review procedure, and an administrative and judicial appeal process. This bill would deem a person to be evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, as specified. The bill would also provide that a notice of toll evasion issued, as specified, would subject the registered owner to civil penalties. This bill would require that changes made to these provisions on or after January 1, 2019, apply retroactively to January 1, 2011. (4) Existing law requires that a notice of a toll evasion violation set forth specified information, including, among other things, if applicable, if a vehicle is found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane, a copy of photographic evidence on which the determination was based. Existing law requires the processing agency to prepare and forward a notice of toll evasion violation to the registered owner of the vehicle cited for the violation, as specified. Existing law requires the processing agency to use its best efforts to obtain accurate information concerning the identity and address of the registered owner for the purpose of forwarding a notice of toll evasion violation. This bill would delete the requirement that the toll evasion, if applicable, failed to meet occupancy requirements in a high-occupancy toll lane and would authorize the notice of a toll evasion violation for failure to meet occupancy requirements to include other evidence on which the notice of the toll evasion determination was based. The bill would also provide that forwarding the notice to the address provided by a state department of motor vehicles or any agency that functions in that role, constitutes prima facie evidence of adequate delivery of notice for all purposes. This bill would authorize the processing agency to use any reliable source to obtain the registered owner’s information and would provide that using the address provided by a state department of motor vehicles or any agency that functions in that role, constitutes prima facie evidence of best efforts. (5) This bill would provide that its provisions are declaratory of existing law.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 749 Durazo D</p> <p>California Public Records Act: trade secrets.</p> | <p>6/18/2019-A. APPR. 6/19/2019-Read second time and amended. Re-referred to Com. on APPR.</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. Existing law provides that nothing in the act requires the disclosure of corporate proprietary information including trade secrets, among other things. This bill would provide that specified records of a private industry employer that are prepared, owned, used, or retained by a public agency are not trade secrets and are public records, including certain records relating to employment terms and conditions of employees working for a private industry employer pursuant to a contract with a public agency, records of compliance with local, state, or federal domestic content requirements, and records of a private industry employer's compliance with job creation, job quality, or job retention obligations contained in a contract or agreement with a state or local agency. This bill contains other related provisions and other existing laws.</p> | |
| <p>SCA 3 Hill D</p> <p>Property taxation: change in ownership: inheritance exclusion.</p> | <p>5/21/2019-S. INACTIVE FILE 5/21/2019-Ordered to inactive file on request of Senator Hill.</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-decried \$1,000,000 exclusion for purchases or transfers of real property other than a principal residence to purchases or transfers of nonresidential real property. The measure, except as provided, would provide that the transfer of the principal residence of a parent or grandparent is excluded from "purchase" or "change in ownership" under these provisions only if the transferee uses the residence as his or her principal residence within 12 months after the transfer. If the transferee subsequently ceases to use the residence as his or her principal residence, the measure would require that the residence be assessed at its full cash value as of the date of the transfer from the parent or grandparent to the transferee. The measure would provide that these changes apply to a purchase or transfer of real property on or after the effective date of the measure. The measure would also make various nonsubstantive changes.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| SJR 5 Beall D California transportation infrastructure. | 5/16/2019-A. TRANS. 6/17/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS. | This measure would urge the Congress and the President of the United States to work together to enact the robust bipartisan federal infrastructure legislation necessary to restore California's and other states' crumbling road and freight infrastructure, respond to growing traffic congestion, and increase investment in public transportation, most particularly, by expanding paratransit services for the elderly and those with special needs. The measure would additionally urge the Congress and the President of the United States to address the shortfall in the federal Highway Trust Fund by restoring the lost purchasing power of the federal fuel tax, in order to provide the long-term funding stability necessary for California and other states. | |
| Housing Bills | | | |
| AB 10 Chiu D Income taxes: credits low-income housing: farmworker housing. | 5/29/2019-S. HOUSING 5/29/2019-Referred to Coms. on HOUSING and GOV. & F. | (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 the 2020 to 2024 calendar years, inclusive, 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. | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 11 Chiu D</p> <p>Community Redevelopment Law of 2019.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/25/2019)(May be acted upon Jan 2020)</p> | <p>(1)The California Constitution, with respect to any taxes levied on taxable property in a redevelopment project established under the Community Redevelopment Law, as it then read or may be amended, authorizes the Legislature to provide for the division of those taxes under a redevelopment plan between the taxing agencies and the redevelopment agency, as provided. This bill, the Community Redevelopment Law of 2019, would authorize a city or county, or two or more cities acting jointly, to propose the formation of an affordable housing and infrastructure agency by adoption of a resolution of intention that meets specified requirements, including that the resolution of intention include a passthrough provision and an override passthrough provision, as defined. The bill would require the city or county to submit that resolution to each affected taxing entity and would authorize an entity that receives that resolution to elect to not receive a passthrough payment, as provided. The bill would require the city or county that adopted that resolution to hold a public hearing on the proposal to consider all written and oral objections to the formation, as well as any recommendations of the affected taxing entities, and would authorize that city or county to adopt a resolution of formation at the conclusion of that hearing. The bill would then require that city or county to submit the resolution of intention to the Strategic Growth Council for a determination as to whether the agency would promote statewide greenhouse gas reduction goals. The bill would require the council to approve formation of the agency if it determines that formation of the agency both (1) would not result in a state fiscal impact, determined as specified by the Controller, that exceeds a specified amount and (2) would promote statewide greenhouse gas reduction goals. The bill would deem an agency to be in existence as of the date of the council's approval. The bill would require the council to establish a program to provide technical assistance to a city or county desiring to form an agency pursuant to these provisions. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 36 Bloom D</p> <p>Residential tenancies: rent control.</p> | <p>4/25/2019-A. RLS. 4/25/2019-Re- referred to Com. on RLS. pursuant to Assembly Rule 96(a).</p> | <p>Existing law, the Costa-Hawkins Rental Housing Act, prescribes statewide limits on the application of local rent control with regard to certain properties. That act, among other things, authorizes an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that has been issued a certificate of occupancy after February 1, 1995, has already been exempt from a residential rent control ordinance as of February 1, 1995, pursuant to a local exemption for newly constructed units, or is alienable separate from the title to any other dwelling unit or is a subdivided interest in a subdivision and meets specified requirements, subject to certain exceptions. This bill would modify those provisions to authorize an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that has been issued its first certificate of occupancy within 20 years of the date upon which the owner seeks to establish the initial or subsequent rental rate, or for a dwelling or unit that is alienable separate from the title to any other dwelling unit or is a subdivided interest in a subdivision and the owner is a natural person who owns 10 or fewer residential units within the same jurisdiction as the dwelling or unit for which the owner seeks to establish the initial or subsequent rental rate, subject to certain exceptions.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|--|----------|
| <p>AB 68 Ting D</p> <p>Land use: accessory dwelling units.</p> | <p>6/18/2019-S. E.Q. 6/19/2019-From committee: Do pass and re-refer to Com. on EQ. (Ayes 9. Noes 0.) (June 18). Re-referred to Com. on EQ.</p> | <p>(1)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, lot coverage.This bill would delete the provision authorizing the imposition of standards on lot coverage and would prohibit an ordinance from imposing requirements on minimum lot size.This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 69 Ting D</p> <p>Land use: accessory dwelling units.</p> | <p>6/20/2019-S. APPR. 6/20/2019-Read second time and amended. Re-referred to Com. on APPR.</p> | <p>Existing law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified.This bill would require the department to propose small home building standards governing accessory dwelling units smaller than 800 square feet, junior accessory dwelling units, and detached dwelling units smaller than 800 square feet, as specified, and to submit the small home building standards to the California Building Standards Commission for adoption on or before January 1, 2021.</p> | |
| <p>AB 139 Quirk-Silva D</p> <p>Emergency and Transitional Housing Act of 2019.</p> | <p>6/6/2019-S. HOUSING 6/17/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.</p> | <p>(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires the housing element to contain specified information and analysis, including an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of those needs, including the identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. Existing law authorizes a local government to impose only those development and management standards that apply to residential or commercial development within the same zone, however, a local government may impose specified objective standards, including standards for off-street parking based on demonstrated need, as specified.This bill would instead authorize a local government to apply a written objective standard that provides sufficient parking to accommodate the staff working in the emergency shelter. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|---|---|--------------|
| <p>AB 148 Quirk-Silva D</p> <p>Regional transportation plans: sustainable communities strategies.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/24/2019)(May be acted upon Jan 2020)</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> | <p>Watch</p> |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|--|----------|
| <p>AB 587 Friedman D</p> <p>Accessory dwelling units: sale or separate conveyance.</p> | <p>6/19/2019-S. GOV. & F. 6/19/2019-Action From GOV. & F.: Do pass as amended.</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 a local agency to allow, by ordinance, an accessory dwelling unit that was created 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, among others, 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>AB 599 Maienschein D</p> <p>Housing programs: definitions: workforce housing.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 2/25/2019)(May be acted upon Jan 2020)</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> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 725 Wicks D</p> <p>General plans: housing element: above moderate-income housing: suburban and metropolitan jurisdictions.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 2/28/2019)(May be acted upon Jan 2020)</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 suburban or metropolitan jurisdiction's share of the regional housing need for above moderate-income housing from being allocated to sites with zoning restricted to single-family development. The bill would exclude unincorporated areas from this prohibition and would include related legislative findings. 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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| <p>AB 738 Mullin D</p> <p>Regional housing need allocation: County of San Mateo.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/21/2019)(May be acted upon Jan 2020)</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. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development (department) that includes, among other specified information, the number of net new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy, thus far in the housing element cycle, as provided. This portion of the annual report is known as the production report. The Planning and Zoning Law requires the department, in consultation with each council of governments, to determine the existing and projected need for housing in each region and further requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. That law provides for the allocation of regional housing need by the council of government or the department, as applicable. That law also provides for the allocation of a portion of a county's share of the regional housing need to one or more cities within the county, after the final allocation of regional housing need, if certain conditions are met. This bill would, until January 31, 2031, authorize the County of San Mateo (county) or a jurisdiction within the county, if the county or the jurisdiction contributes affordable housing funds to a deed-restricted affordable housing development in another jurisdiction in the county or to a housing joint powers authority serving the county, and if certain conditions are met, including that the contributing and receiving jurisdictions are in agreement, to report, in proportion to the amount of funds contributed, the associated completed entitlements, building permits, or a certificates of occupancy on the contributing jurisdiction's annual production report. The bill would require the legislative bodies of the contributing and receiving jurisdictions to each hold a public hearing to provide an opportunity for public comment on the proposed agreement and to make specified written findings based on substantial evidence before approving the agreement. The bill would make conforming changes with respect to the production report required to be submitted to the department. This bill contains other existing laws.</p> | |
| <p>AB 831 Grayson D</p> <p>Department of Housing and Community Development: study: local fees: new developments.</p> | <p>5/29/2019-S. RLS. 6/6/2019-Referred to Com. on RLS.</p> | <p>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. The bill would also require the department, by January 1, 2024, to issue a report to the Legislature on the progress of cities and counties in adopting the recommendations made in the study.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|---|--|--------------|
| <p>AB 847 Grayson D</p> <p>Housing: transportation-related impact fees grant program.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 4/1/2019)(May be acted upon Jan 2020)</p> | <p>Existing law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency. The department is responsible for administering various housing and home loan programs throughout the state. Existing law requires the department, on or before January 1, 2019, to establish the Housing for a Healthy California Program to create supportive housing opportunities through grants to counties for capital and operating assistance, as specified, or operating reserve grants and capital loans to developers, or both. This bill would require the department, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100% of any transportation-related impact fees exacted upon a qualifying housing development project, as defined, by the local jurisdiction.</p> | <p>Watch</p> |
| <p>AB 881 Bloom D</p> <p>Accessory dwelling units.</p> | <p>6/18/2019-S. GOV. & F. 6/19/2019-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 9. Noes 1.) (June 18). Re-referred to Com. on GOV. & F.</p> | <p>(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.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 1177 Frazier D</p> <p>Planning and zoning: housing development: streamlined approval.</p> | <p>5/3/2019-A. 2 YEAR 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 3/25/2019)(May be acted upon Jan 2020)</p> | <p>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.</p> | |
| <p>AB 1197 Santiago D</p> <p>California Environmental Quality Act: exemption: City of Los Angeles: supportive housing and emergency shelters.</p> | <p>6/19/2019-S. APPR. 6/19/2019-VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)</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, until January 1, 2025, exclude from the term “project” certain activities approved or carried out by the City of Los Angeles related to supportive housing and emergency shelters and would thereby exempt those projects from CEQA. The bill would require the city, if it determines that an activity is not subject to CEQA and approves or carries out that activity, to file a notice with the Office of Planning and Research and the county clerk for the County of Los Angeles. Because the bill would impose additional duties on the City of Los Angeles, 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 June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|--|---|---|----------|
| <p>AB 1481 Grayson D</p> <p>Tenancy termination: just cause.</p> | <p>6/4/2019-A. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2019)</p> | <p>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. 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. Existing law requires any notice given by an owner to be given in a prescribed manner, to contain certain information, and to be formatted, as specified. This bill would, with certain exceptions, prohibit a lessor of residential property from terminating the lease without just cause, as defined, stated in the written notice to terminate. This bill contains other related provisions.</p> | |
| <p>AB 1482 Chiu D</p> <p>Tenancy: rent caps.</p> | <p>6/12/2019-S. JUD. 6/12/2019- Referred to Com. on JUD.</p> | <p>Existing law governs the hiring of residential dwelling units and requires a landlord to provide specified notice to tenants prior to an increase in rent. Existing law, the Costa-Hawkins Rental Housing Act, prescribes statewide limits on the application of local rent control with regard to certain properties. That act, among other things, authorizes an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that meets specified criteria, subject to certain limitations. This bill would, until January 1, 2030, prohibit an owner of residential real property from increasing the rental rate for that property in an amount that is greater than 5% plus the percentage change in the cost of living, as defined, more than the lowest rental rate in effect for the immediately preceding 12 months, subject to specified conditions. The bill would exempt from these provisions deed-restricted affordable housing, dormitories, housing that has been issued a certificate of occupancy within the previous 10 years, and housing subject to a local ordinance that imposes a more restrictive rent increase cap than these provisions. The bill would prohibit a landlord from terminating a tenancy for the purposes of avoiding these provisions and would create a rebuttable presumption that the termination of a tenancy is for the purposes of avoiding these provisions in the absence of a written statement showing cause for the termination. The bill would require the Department of Housing and Community Development to submit a report, on or before January 1, 2030, to the Legislature regarding the effectiveness of these provisions. The bill provides that these provisions apply to all rent increases occurring on or after March 15, 2019. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 1483 Grayson D</p> <p>Housing data: collection and reporting.</p> | <p>6/6/2019-S. HOUSING 6/11/2019-In committee: Set, first hearing. Hearing canceled at the request of author.</p> | <p>(1)The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community Development (department) that includes, among other specified information, the number of net new units of housing that have been issued a completed entitlement, a building permit, or a certificate of occupancy, thus far in the housing element cycle, as provided. This bill would authorize the department to require a planning agency to include in that annual report specified additional information that this bill would require, as described below. The bill would require the department, if requested, to provide technical assistance in providing this additional information to the local public entity that is required to include this additional information in the annual report. The bill would also authorize the department to assess the accuracy of the information submitted as part of the annual report and, if it determines that any report submitted to it by a planning agency contains inaccurate information, require that the planning agency correct that inaccuracy. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1484 Grayson D</p> <p>Mitigation Fee Act: housing developments.</p> | <p>5/29/2019-S. GOV. & F. 5/29/2019-Referred to Com. on GOV. & F.</p> | <p>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 require each city, county, or city and county to post on its internet website the type and amount of each fee imposed on a housing development project, as defined. This bill contains other related provisions and other existing laws.</p> | |
| <p>AB 1485 Wicks D</p> <p>Housing development: streamlining.</p> | <p>6/24/2019-S. G. & F. 6/24/2019-Action From GOV. & F.: Read second time and amended. Re-referred to G. & F..</p> | <p>The Planning and Zoning Law requires that a development be subject to a requirement mandating a minimum percentage of below market rate housing based on one of 3 specified conditions. Current law requires, among those conditions, a development to dedicate a minimum of 10% of the total number of units to housing affordable to households making below 80% of the area median income, if the project contains more than 10 units of housing and the locality did not timely submit its latest production report to the Department of Housing and Community Development, or that production report reflects that there were fewer units of above moderate-income housing issued building permits than were required for the regional housing needs assessment cycle for that reporting period. This bill would modify that condition to authorize a development to instead dedicate 20% of the total number of units to housing affordable to households making below 120% of the area median income with the average income of the units at or below 100% of the area median income, except as provided.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1487 Chiu D</p> <p>San Francisco Bay area: housing development: financing.</p> | <p>6/18/2019-S. GOV. & F. 6/19/2019-From committee: Do pass and re-refer to Com. on GOV. & F. (Ayes 6. Noes 2.) (June 18). Re-referred to Com. on GOV. & F.</p> | <p>Existing law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the San Francisco Bay Area Regional Housing Finance Act, would establish the Housing Alliance for the Bay Area (hereafter the entity) and would state that the entity's purpose is to increase affordable housing in the San Francisco Bay area, as defined, by providing for enhanced funding and technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production. The bill would establish a governing board of the entity. The membership, size, and geographic representation of the board shall be determined by the Metropolitan Transportation Commission and the Executive Board of the Association of Bay Area Governments. The bill would authorize the entity to exercise various specified powers, including the power to raise revenue and allocate funds throughout the San Francisco Bay area, subject to applicable voter approval requirements and other specified procedures, as provided. The bill would also require the board to provide for annual audits of the entity and financial reports, as provided. The bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities within the San Francisco Bay area, including charter cities. This bill contains other related provisions and other existing laws.</p> | <p>Seek Amendments</p> |
| <p>AB 1568 McCarty D</p> <p>Housing law compliance: prohibition on applying for state grants.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)</p> | <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, the Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Existing law requires the department to review the draft and report its written findings, as specified. Existing law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law. This bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law. If the department finds that the city or county is no longer in violation of state law, the bill would require the department to notify the city or county. The bill would, on or before January 1, 2025, prohibit a city or county found to be in violation of state law, as described above, from applying for a state grant, unless the fund source of the state grant is protected by a specified provision of the California Constitution relating to state taxes and fees on motor vehicles and motor vehicle fuels or the state grant funds, if awarded to the city or county, would assist the city or county in complying with the Housing Element Law. This bill contains other existing laws.</p> | <p>Oppose (Board Action: 4/10/19)</p> |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
|---|--|---|----------|
| <p>AB 1697 Grayson D</p> <p>Housing: tenancy termination: just cause.</p> | <p>6/4/2019-A. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/30/2019)</p> | <p>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. 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. Existing law requires any notice given by an owner to be given in a prescribed manner, to contain certain information, and to be formatted, as specified. This bill would, with certain exceptions, prohibit a lessor of residential property, for a term not specified by the parties, in which the tenant has occupied the property for 10 months or more, from terminating the lease without just cause, stated in the written notice to terminate. This bill contains other related provisions.</p> | |

**STA Bill Matrix
as of June 24, 2019**

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| <p>AB 1706 Quirk D</p> <p>Housing development: incentives.</p> | <p>4/26/2019-A. 2 YEAR 4/26/2019-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/25/2019)(May be acted upon Jan 2020)</p> | <p>The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards. Existing law requires the objective planning standards to include, among other things, that the development be located in a jurisdiction for which the department determines that the number of units that have been issued building permits is less than the local agency's share of the regional housing needs, by income category, for the applicable reporting period. This bill would, until January 1, 2035, provide specified financial incentives that ensure financial feasibility to a development proponent of a residential housing development in the 9-county San Francisco Bay area region that dedicates at least 20% of the development's housing units to households making no more than 150% of the area median income. The incentives provided to those developments include an exemption from the California Environmental Quality Act, a density bonus of 35%, a waiver of local parking requirements, and a waiver of physical building requirements imposed on development by the local agency, such as green building standards. 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 require a development proponent to submit a request to the local agency on a project proforma that documents the necessity of the requested incentives to make the development financially feasible. The bill would require the Department of Housing and Community Development to develop a list of market conditions to be included in the project proforma and to be considered by the local agency and a methodology for the local agency to evaluate and determine whether the requested financial incentives are necessary to ensure that the development is financially feasible. The bill would require the department to develop a process for a local agency to contract with a qualified development expert to review a project proforma. The bill would require local agencies to report all housing units created pursuant to these provisions to the department, and would require the department to adopt guidelines for local agencies to increase the concessions and incentives as needed to assure the financial feasibility and accelerated production of housing units. This bill would require a development subject to these provisions to be subject to a 12-month discretionary review period that may consist of no more than 2 public hearings. The bill would require a local agency to notify the development proponent in writing if the local agency determines that the development conflicts with any of the requirements provided for these incentives. The bill would allow a local agency to impose conditions of approval on a development if specified conditions are met. This bill would apply only to a residential development project on a site that is zoned for residential development, located in an urban area, as defined, and not located within a historic district, coastal zone, very high fire hazard severity zone, or flood plain. The bill would not apply to developments that</p> | |
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**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| | | <p>would require the demolition of specified types of affordable housing. The bill would require a development subject to these provisions to comply with specified prevailing wage and skilled and trained workforce requirements. This bill would include findings that the changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities within the San Francisco Bay area, including charter cities. This bill would make legislative findings and declarations as to the necessity of a special statute for the San Francisco Bay Area. By requiring local agencies to provide specified financial incentives to eligible housing developments, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p> | |
| <p>AB 1717 Friedman D Transit-Oriented Affordable Housing Funding Program Act.</p> | <p>5/17/2019-A. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019)(May be acted upon Jan 2020)</p> | <p>Existing law authorizes the legislative body of a city or a county to propose the establishment of an enhanced infrastructure financing district, in accordance with specified procedures, to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided. The bill would require that the city council or board of supervisors serve as the governing board of the district and, in that capacity, prepare and adopt a transit-oriented affordable housing financing plan. The bill would authorize a district to designate program areas. The bill would authorize the district to provide program funding to multifamily housing developments, as defined, within those program areas that meet specified requirements, including that the housing include a minimum percentage of units that are restricted to very lower, low, or moderate income households, and that the development receives to preliminary approval from CalHFA, as provided. The bill would require that program funding be used for the acquisition, construction, or rehabilitation of housing for very low income households and persons and families of low or moderate income. The bill would authorize the transit-oriented affordable housing financing plan to include a provision for the division of taxes with respect to those properties selected for participation. The bill would establish a maximum amount of program funding, and a maximum term for the division of taxes, for multifamily housing developments based on the percentage of very low, lower, or moderate income units included. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1763 Chiu D</p> <p>Planning and zoning: density bonuses: affordable housing.</p> | <p>6/20/2019-S. GOV. & F. 6/20/2019-Read second time and amended. Re-referred to Com. on GOV. & F.</p> | <p>Existing law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the jurisdictional boundaries of that city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents and meets other requirements. Existing law provides for the calculation of the amount of density bonus for each type of housing development that qualifies under these provisions. This bill would additionally require a density bonus to be provided to a developer who agrees to construct a housing development in which 100% of the total units, exclusive of managers' units, are for lower income households, as defined. However, the bill would provide that a housing development that qualifies for a density bonus under its provisions may include up to 20% of the total units for moderate-income households, as defined. The bill would also require that a housing development that meets these criteria receive 4 incentives or concessions under the Density Bonus Law. The bill would generally require that the housing development receive a density bonus of 80%, but would exempt the housing development from any maximum controls on density if it is located within ½ mile of a major transit stop or a high-quality transit corridor, as defined, and additionally require the city, county, or city and county to allow an increase in height and floor area ratio in specified amounts that vary depending on whether the development is located within ½ mile of a major transit stop or a high-quality transit corridor. The bill would also make various nonsubstantive changes to the Density Bonus Law. This bill contains other related provisions and other existing laws.</p> | |
| <p>ACA 1 Aguiar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p> | <p>5/20/2019-A. THIRD READING 5/20/2019-Read second time. Ordered to third reading.</p> | <p>(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.</p> | <p>Support (Board Action: 1/9/19)</p> |

**STA Bill Matrix
as of June 24, 2019**

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

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 5 Beall D</p> <p>Affordable Housing and Community Development Investment Program.</p> | <p>6/10/2019-A. H. & C.D. 6/17/2019-From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.</p> | <p>Existing property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, subject to certain modifications. Existing law requires an annual reallocation of property tax revenue from local agencies in each county to the Educational Revenue Augmentation Fund (ERAF) in that county for allocation to specified educational entities. This bill would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. The bill would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |
| <p>SB 6 Beall D</p> <p>Residential development: available land.</p> | <p>6/19/2019-A. A. & A.R. 6/20/2019-From committee: Do pass and re-refer to Com. on A. & A.R. (Ayes 8. Noes 0.) (June 19). Re-referred to Com. on A. & A.R.</p> | <p>Existing law requires each state agency to make a review of all proprietary state lands over which it has jurisdiction, subject to certain exceptions, and to report to the Department of General Services on those lands in excess of its foreseeable needs. Existing law requires the jurisdiction over lands reported excess to be transferred to the department upon request. Existing law requires the Department of General Services to report to the Legislature annually on the lands declared excess. Existing law requires a city or county to have a general plan for development with a housing element and to submit the housing element to the Department of Housing and Community Development prior to adoption or amendment. Existing law requires that the housing element include an inventory of land suitable and available to residential development, as specified. This bill would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. The bill would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet website. The bill would require for any housing element adopted on or after January 1, 2021, that an electronic copy of the inventory of land suitable for residential development be submitted to the Department of Housing and Community Development. By requiring local governments to electronically submit the inventory of land suitable for residential development to the department, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 13 Wieckowski D</p> <p>Accessory dwelling units.</p> | <p>6/24/2019-A. L. GOV. 6/24/2019-Action From L. GOV.: Read second time and amended.Re-referred to L. GOV..</p> | <p>(1)The Planning and Zoning Law authorizes a local agency, by ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, to provide for the creation of accessory dwelling units in single-family and multifamily residential zones. Existing law requires accessory dwelling units to comply with specified standards, including that the accessory dwelling unit is either attached to, or located within, the proposed or existing primary dwelling or detached if located within the same lot, and that it does not exceed a specified amount of total area of floor space.This bill would, instead, authorize the creation of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling use. The bill would also revise the requirements for an accessory dwelling unit by providing that the accessory dwelling unit may be attached to, or located within, an attached garage, storage area, or other structure, and that it does not exceed a specified amount of total floor area.This bill contains other related provisions and other existing laws.</p> | |
| <p>SB 18 Skinner D</p> <p>Keep Californians Housed Act.</p> | <p>6/19/2019-A. JUD. 6/20/2019-From committee: Do pass and re-refer to Com. on JUD. with recommendation: To consent calendar. (Ayes 8. Noes 0.) (June 19). Re-referred to Com. on JUD.</p> | <p>Existing law requires a tenant or subtenant in possession of a rental housing unit under a month-to-month lease at the time that property is sold in foreclosure to be provided 90 days' written notice to quit before the tenant or subtenant may be removed from the property. Existing law also provides tenants or subtenants holding possession of a rental housing unit under a fixed-term residential lease entered into before transfer of title at the foreclosure sale the right to possession until the end of the lease term, except in specified circumstances. Existing law repeals these provisions as of December 31, 2019.This bill would delete the above-described repeal date, thereby extending the operation of these provisions indefinitely.</p> | |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 48 Wiener D</p> <p>Low Barrier Navigation Center developments.</p> | <p>5/17/2019-S. 2 YEAR 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)</p> | <p>(1)The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes a housing element. Existing law requires that the housing element identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and to make adequate provision for the existing and projected needs of all economic segments of a community. This bill would revise the requirements of the housing element, as described above, in connection with the identification of zones where emergency shelters are allowed as a permitted use with a conditional use or other discretionary permit. The bill would generally require that emergency shelters be in areas that allow residential use, including mixed-use areas, but would permit designation in nonresidential zones if a zoning designation is not possible where residential use is a permitted use and if a local government can demonstrate that the zone is connected to specified amenities and services. The bill would remove the authorization granted to local government to require off-street parking, as specified, in connection with standards applied to emergency shelters. The bill would require that zones where emergency shelters are allowed include sites that meet at least one of certain prescribed standards. This bill contains other related provisions and other existing laws.</p> | |
| <p>SB 50 Wiener D</p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p> | <p>6/4/2019-S. 2 YEAR 6/4/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019)(May be acted upon Jan 2020)</p> | <p>(1)Existing law authorizes a development proponent to submit an application for a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit. This bill would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meets specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site. This bill contains other related provisions and other existing laws.</p> | <p>Watch</p> |

**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| <p>SB 330 Skinner D</p> <p>Housing Crisis Act of 2019.</p> | <p>6/19/2019-A. L. GOV. 6/19/2019-VOTE: Do pass as amended and be re-referred to the Committee on [Local Government] (PASS)</p> | <p>(1)The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. The act specifies that one way to satisfy that requirement is to make findings that the housing development project or emergency shelter is inconsistent with both the jurisdiction’s zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. The act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete. This bill, until January 1, 2025, would specify that an application is deemed complete for these purposes if a preliminary application was submitted, as described below. This bill contains other related provisions and other existing laws.</p> | |

**STA Bill Matrix
as of June 24, 2019**

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| <p>SB 592 Wiener D</p> <p>Housing Accountability Act.</p> | <p>6/13/2019-A. H. & C.D.</p> <p>6/13/2019- Referred to Coms. on H. & C.D. and L. GOV. From committee with author's amendments. Read second time and amended. Re-referred to Com. on H. & C.D.</p> | <p>(1)The Housing Accountability Act, among other things, prohibits a local agency from disapproving or conditioning approval in a manner that renders infeasible a housing development project that complies with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete within the meaning of the Permit Streamlining Act, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would provide that the act applies to any form of land use decision by a local agency, including a ministerial or use by right decision and a discretionary approval. The bill would require an application that is not subject to the Permit Streamlining Act to be deemed or determined to be complete for purposes of the act at the time the application is submitted to the local agency, and would make conforming changes. The bill would specify that a general plan, zoning, or subdivision standard or criterion is not “applicable” for purposes of the act if its applicability to a housing development project is discretionary or if the project could be approved without the standard or criterion being met. By increasing the duties on local agencies, this bill would impose a state-mandated local program. This bill would provide that disapproving a housing development project for purposes of the act includes any instance in which a local agency takes action on the proposed housing development project application and disproves the project, or in the case of a ministerial project, if the local agency fails to comply with the time periods specified in the applicable law authorizing the ministerial project. (3)The act requires a local agency that considers a proposed housing development project to be inconsistent, not in compliance, or not in conformity with applicable law to provide the applicant with a written document, within a specified amount of time, identifying the provisions the application is not in compliance with and an explanation of the reasons for the decision. This bill would require a local agency that determines an application that was revised after the agency’s initial denial is inconsistent, not in compliance, or not in conformity with applicable law to provide a similar written document within 30 days providing an explanation of the reasons for the decision. By requiring local agencies to provide additional specified written documents and explanations, this bill would impose a state-mandated local program. (4)The act defines a housing development project to mean a use consisting of residential units only, specified mixed-use developments, and transitional housing or supportive housing. The bill would define a housing development project for purposes of the act to also include a single unit, including an accessory dwelling unit, or the addition of one or more bedrooms to an existing residential unit. (5)The act requires a local agency that proposes to impose a condition on a housing development project that the project be developed at a lower density to base its decision upon specified findings. The act defines “lower density” to mean any conditions that have the same effect or impact on the ability of the project to provide housing. The bill would specify that conditions that have the same effect or impact on the ability of the project to provide housing include a reduction in the number of bedrooms or other normal residential features, or the substantial impairment of the housing development project’s economic viability. (6)Existing law authorizes the applicant to bring an action to enforce the act, and authorizes a court to issue an order or judgment directing the local agency to approve the housing development project or emergency shelter if the court finds that the local agency acted in bad faith when it disapproved or conditionally approved the housing development project or emergency shelter.</p> | |
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**STA Bill Matrix
as of June 24, 2019**

| Bill ID/Topic | Location | Summary | Position |
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| | | <p>Existing law requires the court to award reasonable attorney’s fees and costs of suit to the plaintiff or petitioner, unless an exception applies. This bill would authorize a plaintiff or petitioner who is the project applicant to seek compensatory damages for a violation of the act. The bill would specify that in an action brought to enforce the act, evidence is required to be taken and discretion in the determination of facts is vested in an inferior tribunal, corporation, board, or officer, regardless of whether the local agency’s action was made at a legally required hearing. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason. This bill contains other existing laws.</p> | |
| <p>SCA 1 Allen D Public housing projects.</p> | <p>6/4/2019-S. E. & C.A. 6/19/2019-Set for hearing July 2.</p> | <p>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.</p> | |