

**STA Bill Matrix  
as of October 1, 2020**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 196</a> <a href="#">Gonzalez D</a>  Workers' compensation: COVID-19: essential occupations and industries.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. INACTIVE FILE on 9/1/2020)</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of employment. Existing law establishes procedures for filing a workers' compensation claim, including a 90-day investigatory period prior to acceptance or denial. Existing law presumes a claim is accepted if it is not denied within the first 90 days after filing.This bill would define "injury," for certain employees who are employed in an occupation or industry deemed essential in the Governor's Executive Order of March 19, 2020 (Executive Order N-33-20), except as specified, or who are subsequently deemed essential, to include coronavirus disease 2019 (COVID-19) that develops or manifests itself during a period of employment of those persons in the essential occupation or industry. The bill would apply to injuries occurring on or after March 1, 2020, would create a disputable presumption, as specified, that the injury arose out of and in the course of the employment, and would extend that presumption following termination of service for a period of 90 days, commencing with the last date actually worked. The bill would shorten the investigatory timeframe for denial or presumed acceptance of a claim to 30 days, rather than 90 days.</p>	

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<p><a href="#">AB 289</a> <a href="#">Fong R</a>  California Public Records Act Ombudsperson.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. JUD. on 6/19/2019)</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>	

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<p><a href="#">AB 291</a> <a href="#">Chu D</a>  Local Emergency Preparedness and Hazard Mitigation Fund.</p>	<p>8/18/2020-S. DEAD 8/18/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was S. G.O. on 6/23/2020)</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, upon appropriation by the Legislature, support staffing, planning, and other emergency mitigation priorities to help local governments meet emergency management, preparedness, readiness, and resilience goals. 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, 2021, would require the committee to adopt guidelines identifying eligible uses of the funds distributed pursuant to these provisions 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>	

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<p><a href="#">AB 313</a> <a href="#">Frazier D</a>  Road Maintenance and Rehabilitation Account: University of California: California State University: reports.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 5/23/2019)</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>	
<p><a href="#">AB 352</a> <a href="#">Garcia, Eduardo D</a>  Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. E.Q. on 8/14/2019)</p>	<p>Under existing law, programs have been established pursuant to bond acts for, among other things, drought, water, parks, climate, coastal protection, and outdoor access for all.This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program.The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election.The bill would provide that its provisions are severable.</p>	

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<p><a href="#"><u>AB 418</u></a> <a href="#"><u>Kalra D</u></a>  Evidentiary privileges: union agent-represented worker privilege.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. INACTIVE FILE on 8/30/2020)</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>	

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<p><a href="#">AB 992</a> <a href="#">Mullin D</a>  Open meetings: local agencies: social media.</p>	<p>9/18/2020- A. CHAPTERED 9/18/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 89, Statutes of 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, until January 1, 2026, the prohibition described above does not prevent a member from engaging in separate conversations or communications outside of a meeting authorized by this act with any other person using an internet-based social media platform, as defined, to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body, provided that a majority of the members do not use the internet-based social media platform to discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body, and that a member shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body.This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">AB 1112</a> <a href="#">Friedman</a> D  Micromobility devices: relocation.</p>	<p>8/18/2020-S. DEAD 8/18/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was S. TRANS. on 7/22/2020)</p>	<p>Existing law authorizes a peace officer to order the removal and storage of a vehicle under various circumstances, including when the vehicle is parked in a manner obstructing traffic or blocking access to a fire hydrant. Existing law generally regulates the operation of bicycles, electric bicycles, and motorized scooters. Under existing law, a violation of the Vehicle Code is a crime.This bill would prohibit an unauthorized person from removing an unattended micromobility device from a highway to a storage facility, garage, or other place. The bill would authorize a person to relocate an illegally parked micromobility device a short distance in order to clear a highway, sidewalk, doorway, or public bicycle path or trail for vehicle or pedestrian traffic. The bill would allow a peace officer to relocate an illegally parked micromobility device to a properly parked location. If relocation is impracticable, the bill would allow a peace officer to remove a micromobility device in the same manner as a vehicle. Because a violation of these provisions would be a crime, this bill would impose a state-mandated local program.This bill contains other existing laws</p>	
<p><a href="#">AB 1142</a> <a href="#">Friedman</a> D  Regional transportation plans: transportation network companies.</p>	<p>8/21/2020-S. DEAD 8/21/2020-Failed Deadline pursuant to Rule 61(b)(15). (Last location was S. 2 YEAR on 8/30/2019)</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>	

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<a href="#">AB 1226</a> <a href="#">Holden</a> D  State highways: property leases: assessment.	8/21/2020-S. DEAD 8/21/2020-Failed Deadline pursuant to Rule 61(b)(15). (Last location was S. 2 YEAR on 8/30/2019)	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.	
<a href="#">AB 1276</a> <a href="#">Bonta</a> D  Local redistricting.	9/18/2020- A. CHAPTERED 9/18/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 90, Statutes of 2020.	(1)Existing law establishes procedures and criteria pursuant to which counties, general law cities, and charter cities adopt supervisorial and council district boundaries for the purpose of electing members of a county’s board of supervisors or a city’s council.This bill would make technical, clarifying, and conforming changes to make these provisions consistent in their application to those jurisdictions.This bill contains other related provisions and other existing laws.	
<a href="#">AB 1286</a> <a href="#">Muratsuchi</a> D  Shared mobility devices: agreements.	9/18/2020- A. CHAPTERED 9/18/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 91, Statutes of 2020.	Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time.This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of commercial general liability insurance 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.	



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<p><a href="#">AB 1580</a> <a href="#">Levine</a> D  Major infrastructure construction projects: oversight committees.</p>	<p>8/21/2020-S. DEAD 8/21/2020-Failed Deadline pursuant to Rule 61(b)(15). (Last location was S. 2 YEAR on 8/30/2019)</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><a href="#">AB 1839</a> <a href="#">Bonta</a> D  Economic, environmental, and social recovery: California COVID-19 Recovery Deal.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was NAT. RES. on 4/24/2020)</p>	<p>Existing law establishes various environmental and economic policies.This bill would enact the California COVID-19 Recovery Deal. The bill would make a series of legislative findings and declarations pertaining to the coronavirus (COVID-19) pandemic and various economic, environmental, and social conditions in the state. The bill would state the intent of the Legislature that the state adopt a policy framework with principles and goals committed to accomplish specified economic, environmental, and social objectives and priorities as part of the state’s COVID-19 recovery spending. The bill would state that the Legislature establishes various spending rules for the COVID-19 recovery, including adopting spending measures that prohibit businesses, organizations, or agencies from accepting public funds for any long-term projects that prolong the emission of greenhouses gases or lead to the expansion of fossil fuel projects and ensuring that recovery spending includes specific measures for California populations and communities most negatively impacted by COVID-19.</p>	

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<p><a href="#">AB 1842</a> <a href="#">Salas D</a></p> <p>California Works and Recovery Act.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was JUD. on 1/30/2020)</p>	<p>(1)The Personal Income Tax Law and the Corporation Tax Law allow credits against the taxes imposed under those laws. Existing law allows an earned income tax credit under the Personal Income Tax Law, beginning on or after January 1, 2015, in modified conformity with federal income tax laws.This bill would allow a small business or a nonprofit organization impacted by the COVID-19 pandemic, as those terms are defined, an earned income tax credit for each taxable year beginning on and after January 1, 2020, in an amount equal to 20% of the taxpayer’s annual revenue. The bill would specify that the credit is only operative for taxable years for which the Legislature appropriates from the General Fund to the Franchise Tax Board moneys to administer the credit.The Personal Income Tax Law and the Corporation Tax Law also allow a credit against the taxes imposed under those laws, for each taxable year beginning on and after January 1, 2014, and before January 1, 2030, in an amount as provided in a written agreement between the GO-Biz and the taxpayer, agreed upon by the California Competes Tax Credit Committee, and based on specified factors, including the number of jobs the taxpayer will create or retain in the state and the amount of investment in the state by the taxpayer.This bill would, upon appropriation by the Legislature from the General Fund to the GO-Biz to administer this provision, require GO-Biz, when determining whether to enter into a written agreement with a taxpayer for allocation periods beginning with the 2020–21 fiscal year, to consider the overall economic impact in this state of the COVID-19 pandemic to the taxpayer’s project or business.(2)Existing law establishes the Office of Small Business Advocate within the Governor’s Office of Business and Economic Development, also known as GO-Biz, and prescribes the duties and functions of the Small Business Advocate, who is also the Director of the Office of Small Business Advocate. Among these duties, the director is to serve as the principal advocate in the state on behalf of small businesses and to represent the views and interests of small businesses before other state agencies whose policies and activities may affect small businesses.This bill would require, upon appropriation by the Legislature from the General Fund, the Small Business Advocate to convene a task force to research and provide a report to the Legislature, on or after the effective date of this bill, regarding the regulations or regulatory areas that most negatively impact small businesses in the state.(3)Existing law creates the Department of Human Resources, which succeeds to and is vested with all of the powers and duties exercised and performed by the Department of Personnel Administration. Existing law specifically grants the department the powers, duties, and authority necessary to operate the state civil service system in accordance with Article VII of the California Constitution, the Government Code, the merit principle, and applicable rules duly adopted by the State Personnel Board.Existing law requires the State Personnel Board to prescribe rules consistent with a merit-based civil service system to govern classification, examinations, probationary periods, disciplinary actions, and other matters related to the board’s authority under the California Constitution.This bill would require the State Personnel Board to prescribe rules to include as a factor for recruitment, outreach, and hiring whether the person can demonstrate that they have become unemployed due to the COVID-19 pandemic, as provided.(4)Existing law establishes in the Natural Resources Agency the Department of Forestry and Fire Protection. Under existing the law, the</p>	
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		<p>department is responsible for, among other things, the fire protection, fire prevention, maintenance, and enhancement of the state’s forest, range, and brushland resources, and for maintaining an integrated staff to accomplish, among other things, fire protection and fire prevention activities as needed. Existing law requires the department, in accordance with a plan approved by the State Board of Forestry and Fire Protection, to, among other things, provide fire prevention and firefighting implements and apparatus, organize fire crews and patrols, and employ people to effect the plan. This bill would, upon appropriation by the Legislature, require the department to establish new, or expand existing, entry-level positions within the department that are aimed at reducing and mitigating wildfire risk and to give priority, in hiring for these positions, to applicants who have lost their jobs due to the novel coronavirus, known as COVID-19, pandemic.(5)Existing law establishes the California Conservation Corps and requires that young people participating in the corps program generally be engaged in projects that, among other things, preserve, maintain, and enhance environmentally important lands and waters. Existing law authorizes the Director of the California Conservation Corps to adopt criteria for selecting applicants for enrollment in the corps program. This bill would authorize, notwithstanding any other law, a person who is over 25 years of age to serve as a corpsmember, require priority, in the selection of any corpsmember, to be given to applicants who have lost their jobs because of the novel coronavirus, known as COVID-19, pandemic, and require corpsmembers who join the corps because they lost their jobs due to the COVID-19 pandemic to be paid at least minimum wage pursuant to existing law. The bill would require these provisions to be implemented only upon appropriation by the Legislature.(6)Existing law establishes the Office of Statewide Health Planning and Development in the California Health and Human Services Agency. The office is vested with all the duties, powers, purposes, responsibilities, and jurisdiction of the State Department of Public Health relating to health planning and research development. Existing law establishes various scholarship and training programs that are managed by the office to improve access to health care. These programs include, among others, the Steven M. Thompson Physician Corps Loan Repayment Program, which provides for the repayment of prescribed educational loans obtained by a physician and surgeon who practices in a medically underserved area of the state. Existing law also requires the office to establish a nonprofit public benefit corporation known as the Health Professions Education Foundation to perform various duties with respect to implementing health professions scholarship and loan programs. This bill would establish, upon appropriation by the Legislature, the Health Profession Economic Recovery Program to be administered by the office. The bill would require the program to accomplish various goals, including expanding the number of primary care physician and psychiatry residency positions and expanding and strengthening programs to recruit and prepare students from underrepresented and low-income backgrounds for health careers.(7)Existing law authorizes a person or gleaner engaged in the business of processing, distributing, or selling an agricultural product to donate, free of charge, a product that is in a condition that it may be used as food for human consumption to a nonprofit charitable organization within the state. For this purpose, existing law authorizes the Secretary of Food and Agriculture to divert agricultural products to nonprofit</p>	
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		<p>organizations, including food banks, and authorizes the board of supervisors of a county to establish a surplus food collection and distribution system. In order to qualify as a food bank, existing law requires an organization to meet certain minimum standards.This bill would require the Department of Food and Agriculture, upon appropriation by the Legislature from the General Fund, to create a grant program to provide grants to food banks to contract labor to harvest produce from farms willing to donate produce and to transport the produce to the food bank for distribution to the public.(8)Under existing law, the Department of Housing and Community Development Department administers various grant programs to local governments to fund housing and community development projects.This bill would require the department, upon appropriation by the Legislature from the General Fund, to create a grant program to award grants to local governments for shovel-ready housing and community development projects.(9)Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law provides various sources of funding to local governments for transportation projects and operations.This bill would require the department, upon appropriation by the Legislature from the General Fund, to create a grant program to award grants to local governments for shovel-ready transportation projects.(10)The Alfred E. Alquist Hospital Facilities Seismic Safety Act of 1983 establishes a program of seismic safety building standards for certain hospitals. The act requires the office to observe the construction of, or addition to, a hospital building or the reconstruction or alteration of a hospital building, as it deems necessary to comply with the act for the protection of life and property.This bill would establish, upon appropriation by the Legislature, the Economic Recovery Seismic Retrofitting Program to be administered by the office. The bill would require the office to provide loans to hospitals to fund seismic retrofit construction, as defined. The bill would also establish the Economic Recovery Seismic Retrofitting Program Fund to fund loans made under the program.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1991</a> <a href="#">Friedman</a> D  Transit and Intercity Rail Capital Program: passenger tramways.</p>	<p>8/31/2020-A. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. TRANS. on 2/6/2020)</p>	<p>Existing law establishes the Transit and Intercity Rail Capital Program, which is funded in part by a continuously appropriated allocation of 10% of the annual proceeds of the Greenhouse Gas Reduction Fund, to fund transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives. Existing law requires the Transportation Agency to evaluate applications for funding under the program and to approve a multiyear program of projects, as specified, and requires the California Transportation Commission to allocate funding to applicants pursuant to the program of projects approved by the agency.This bill would expand the purpose of the program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.</p>	
<p><a href="#">AB 1992</a> <a href="#">Friedman</a> D  Transportation: infrastructure: climate change.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/6/2020)</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system. Existing law requires the department, in consultation with the California Transportation Commission, to prepare a robust asset management plan that assesses the health and condition of the state highway system and with which the department is able to determine the most effective way to apply the state’s limited resources. This bill would state the intent of the Legislature to enact legislation that would establish a new program to fund climate change adaptation planning for transportation impacts, data collection, modeling, and training. The bill would require the department, in consultation with the commission, to update the asset management plan on or before December 31, 2022, and for the update to also address the forecasted transportation infrastructure impacts of climate change. The bill would require both the 3rd update to the California Transportation Plan, which is due in 2025, and the Strategic Growth Council’s report to include a forecast of the transportation impacts of climate change and measures to address those impacts. This bill contains other existing laws.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2012</a> <a href="#">Chu D</a>  Free senior transit passes: eligibility for state funding.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/14/2020)</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 require transit agencies to offer free senior transit passes to persons over 65 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, and the Low Carbon Transit Operations Program. The bill would require those free senior transit passes to count as full price fares for purposes of calculating the ratio of fare revenues to operating costs.</p>	

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<p><a href="#">AB 2057</a> <a href="#">Chiu</a> D</p> <p>San Francisco Bay area: public transportation.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 4/24/2020)</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. Existing law establishes the Transportation Agency consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would declare the intent of the Legislature to enact subsequent legislation that would create a transportation network manager for the 9-county San Francisco Bay area to, among other things, integrate all aspects of public transit within the 9-county San Francisco Bay area and provide leadership and accountability in planning, coordinating, and financing the transportation network. The bill would establish a 19-member Bay Area Seamless Transit Task Force to recommend to the Legislature the structure, governance, and funding of the transportation network manager and the organizational structure, governance, and funding for San Francisco Bay area transportation agencies, and other reforms to the San Francisco Bay area's local, regional, and state public agencies, that should be enacted in future legislation to maximize the effectiveness of the public transit system in the San Francisco Bay area. The bill would require the Secretary of Transportation to convene the task force by April 1, 2021. The bill would require the Metropolitan Transportation Commission to provide staffing to the task force to aid it in the performance of its duties, and would require the Legislative Analyst's Office to advise the task force in the performance of its duties. The bill would require the task force to submit a report to the Legislature on or before January 1, 2023, of its findings and recommendations and a summary of its activities. The bill would repeal these provisions on January 1, 2027. This bill would require the commission, in consultation with transit agencies, on or before January 1, 2022, (A) to create standardized discount categories and eligibility requirements for fare discount programs for seniors, students, youth, and other rider categories, and (B) to create a multimodal, multiagency pilot program to implement an accumulator pass that may be used with one regional rail agency and at least one transit agency. The bill would require the regional rail agency and the transit agency or agencies selected to participate in the pilot program to offer the accumulator pass to the public on or before July 1, 2022. The bill would require the commission to prepare a plan, on or before July 1, 2023, to deploy the Clipper card payment system on passenger trains operated on the Capitol Corridor and on passenger trains operated by the Altamont Corridor Express. The bill would require the commission, in the next upgrade to the Clipper card payment system, to enable customers to pay for paratransit, parking at transit stations, and employer and educational institution transit discount programs.</p>	
<p><a href="#">AB 2121</a> <a href="#">Friedman</a> D</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed</p>	<p>Existing law creates the Department of Transportation (Caltrans) within the Transportation Agency. Existing law provides various duties of Caltrans, including, among others, coordinating and assisting,</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p>Traffic safety.</p>	<p>Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/20/2020)</p>	<p>upon request of the various public and private transportation entities in strengthening their development and operation of balanced integrated mass transportation, highway, aviation, maritime, railroad, and other transportation facilities and services in support of statewide and regional goals. This bill would require, beginning June 1, 2022, and every 6 months thereafter, Caltrans to convene a committee of external design experts to advise on revisions to the Highway Design Manual.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2176</a> <a href="#">Holden D</a>  Free student transit passes: eligibility for state funding.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/27/2020)</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 require transit agencies to offer free student transit passes to persons attending the California Community Colleges, the California State University, or the University of California in order to be eligible for state funding under the Mills-Alquist-Deddeh Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free student transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.This bill contains other related provisions and other existing laws.</p>	



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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2237</a> <a href="#">Berman</a> D  Bay area county transportation authorities: contracting.</p>	<p>6/5/2020-A. DEAD 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. TRANS. on 2/27/2020)</p>	<p>The Bay Area County Traffic and Transportation Funding Act authorizes each of the 9 counties in the bay area to impose a 1/2 of 1% or 1% sales tax for transportation purposes, subject to voter approval. Existing law provides for the establishment of a county transportation authority in each county imposing a sales tax under these provisions, requires the development of a county transportation expenditure plan, and specifies the powers and duties of a county board of supervisors and the county transportation authority in this regard. Existing law requires each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$75,000 to the lowest responsible bidder after competitive bidding, except in an emergency declared by the vote of 2/3 of the voting membership of the county transportation authority.This bill would require each county transportation authority to award contracts for the purchase of supplies, equipment, and materials in excess of \$150,000, rather than \$75,000, either to the lowest responsible bidder or to the responsible bidder whose proposal provides the best value, as defined, on the basis of the factors identified in the solicitation, except in a declared emergency, as specified.</p>	<p>Support in Concept</p>

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2262</a> <a href="#">Berman</a> D  Regional transportation plans: sustainable communities strategies: zero-emission vehicle readiness plan.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/24/2020)</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, 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 sustainable communities strategy to, among other things, identify a transportation network to service the transportation needs of the region. After adopting a sustainable communities strategy, existing law requires a metropolitan planning organization to submit the strategy to the state board for review to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. 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 include a zero-emission vehicle readiness plan, as specified. By imposing new requirements on local agencies, the bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#"><u>AB 2307</u></a> <a href="#"><u>Bonta D</u></a></p> <p>Public employment: labor relations: release time.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was P.E. &amp; R. on 2/24/2020)</p>	<p>Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, Judicial Council Employer-Employee Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes other requirements relating to labor relations that are applicable to specified transit agencies. These acts grant specified public employees the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances or otherwise enforce a collective bargaining agreement or memorandum of understanding; to meet and confer or meet and negotiate with the public employer on matters within the scope of representation, including preparation for the activities specified in these provisions; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board or similar bodies, as specified; to testify or appear as the designated 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>	
<p><a href="#"><u>AB 2310</u></a> <a href="#"><u>Daly D</u></a></p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to</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 funds, including revenues from certain fuel taxes and vehicle fees, for the program in the Road</p>	

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<a href="#">AB 107</a> Committee on Budget  State government.	9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.	(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.	
Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.	Rule 61(b)(5). (Last location was TRANS. on 2/24/2020)	Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula.This bill would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the department for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.	
<a href="#">AB 2433</a> <a href="#">Cooper D</a>  Local public employee organizations.	6/5/2020-A. DEAD 6/5/2020-Failed Deadline pursuant to Rule 61(b)(8). (Last location was A. APPR. on 5/5/2020)	The Meyers-Miliias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost.This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders' written findings of fact and recommended terms of settlement have been submitted to the parties.This bill contains other existing laws.	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2499</a> <a href="#">Obernolte</a> R  Size, Weight, and Load: United States Army Heavy Equipment Transporter: exception.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/5/2020)</p>	<p>Existing law generally provides limits for the gross weight imposed upon the highway by the wheels on any one axle or any group of 2 or more axles, as specified. Existing law provides different limits for vehicles transporting loads consisting of logs and for buses, as specified. Existing law makes an exception to weight limits imposed on the highway for vehicles that transport cotton in certain circumstances during certain months of the year, as specified.This bill would provide an exemption from the prescribed weight limits imposed on the highway for a United States Army Heavy Equipment Transporter engaged in the transport of an M1 Abrams tank between Fort Irwin, California, Barstow-Daggett Airport, Daggett, California, and Marine Corps Logistics Base, Barstow, California along a route that includes Fort Irwin Road, Yermo Cut-Off, Ghost Town Road, Daggett-Yermo Road, and National Trails Highway.</p>	
<p><a href="#">AB 2587</a> <a href="#">McCarty</a> D  Capitol Corridor rail line: capital improvements: appropriation.</p>	<p>8/31/2020-A. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. TRANS. on 4/24/2020)</p>	<p>Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate \$2 billion from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2730</a> <a href="#">Cervantes D</a>  Access and functional needs: local government: agreement for emergency management, transportation, and paratransit services.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 256, Statutes of 2020.</p>	<p>Existing law requires a county, including a city and county, to, upon the next update to its emergency plan, integrate access and functional needs into its emergency plan by addressing, at a minimum, how the access and functional needs population, as defined, is served by emergency communications, emergency evacuation, and emergency sheltering. Existing law also requires that a county, or city and county, include representatives from the access and functional needs population when making this update.This bill would authorize a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county’s emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. The bill would define an “adjacent county” for these purposes as a county within the same or a contiguous mutual aid region or regions, as defined. The bill, if a county, including a city and county, chooses to enter into an agreement under the bill’s provisions, would require that the county integrate the agreement into its emergency plan within 90 days of entering into the agreement.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2772</a> <a href="#">Reyes D</a>  Alternative and Renewable Fuel and Vehicle Technology Program.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/12/2020)</p>	<p>Existing law establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission.This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to a project that has the ability to support advanced vehicle infrastructure needed to meet specified climate goals. The bill would revise the list of projects that the commission is required to make eligible for funding to include, among others, medium- and heavy-duty vehicle research, pilot, demonstration, and deployment projects that reduce emissions from fleets in the goods movement and public transit sectors. The bill instead would create a list of projects that the commission would be authorized to make eligible for funding, as specified. The bill would require the commission to develop and award block grants or incentive programs administered by public entities or not-for-profit technology entities for multiple projects, education and program promotion within the state, and the development of alternative and renewable fuel and vehicle technology centers, as specified.This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2824</a> <a href="#">Bonta D</a>  Bay Bridge Fast Forward Program.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 4/24/2020)</p>	<p>Existing law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relative to providing public transit services. This bill would require the commission, Department of Transportation, and certain transit entities to jointly identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. The bill would require the commission, department, and certain transit operators, on or before January 1, 2022, to jointly submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the San Francisco-Oakland Bay Bridge corridor. The bill would authorize the commission and department, on and after January 1, 2024, if a specified travel speed reliability performance target for the San Francisco-Oakland Bay Bridge corridor has not been met for a consecutive 6-month period, to, as a year-long pilot program, designate a lane on the San Francisco-Oakland Bay Bridge exclusively for use by buses and very high occupancy vehicles during specified time periods, and would require the commission, department, and certain transit operators to jointly submit to the Legislature a report on the pilot program's efficiency. The bill would require the department to obtain federal approval or waivers, as necessary, to implement these provisions.This bill contains other related provisions.</p>	



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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2873</a> <a href="#">Kalra D</a>  Public transit operators: bus procurement: new technology considerations.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/5/2020)</p>	<p>Existing law requires a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, preventing accidents caused by blind spots created by bus equipment or bus design.This bill would require a public transit operator, for these purposes, to also take into consideration recommendations of, and best practices standards developed by, that exclusive representative for the purpose of changing or introducing new technology that can affect the nature of work for employees of the transit operator or require job training for employees of the transit operator. By creating new duties for public transit operators, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2943</a> <a href="#">Ting D</a>  Surplus property: disposal.</p>	<p>6/5/2020-A. DEAD 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. L. GOV. on 3/5/2020)</p>	<p>Existing law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Existing law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency's policies or procedures.This bill would provide that the provisions regulating the disposal of surplus land shall not be construed to require a local agency to dispose of land that is determined to be surplus.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2987</a> <a href="#">Flora R</a>  Local agency public contracts: bidding procedures.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 3/5/2020)</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. The act authorizes bidding procedures for public projects, as specified. Those bidding procedures include procedures for the publication or posting and electronic transmission of notice inviting formal bids.This bill would authorize a public agency, as an alternative to the publication or posting requirement, to meet the notice inviting formal bids requirement by transmitting notice electronically, as specified, and publishing the notice electronically in a prescribed manner on the public agency’s internet website at least 14 calendar days before the date of opening the bids.This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 2992</a> <a href="#">Weber D</a>  Employment practices: leave time.</p>	<p>9/29/2020- A. CHAPTERED 9/28/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 224, Statutes of 2020.</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, for taking time off from work to obtain or attempt to obtain relief to help ensure the health, safety, or welfare of the victim or victim’s child. Existing law requires an employee, as a condition of taking time off for these purposes, to give the employer reasonable advance notice of the employee’s intention to take time off, unless doing so is not feasible. Existing law prohibits an employer, when an unscheduled absence occurs, from taking any action against the employee if the employee, within a reasonable time after the absence, provides a certification to the employer meeting certain criteria, including documentation from one of specified persons that the employee was undergoing treatment for specific injuries. Existing law authorizes an employee to file a complaint with the Division of Labor Standards Enforcement for a violation of that prohibition, and 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 expand the above provision to prohibit an employer from discharging, or discriminating or retaliating against, an employee who is a victim of crime or abuse for taking time off from work to obtain or attempt to obtain relief, as prescribed. The bill would also prohibit an employer from taking action against an employee, when an unscheduled absence occurs, if the employee victim of crime or abuse provides certification that they were receiving services for certain injuries, or if the documentation is from a victim advocate, as defined. The bill would additionally prohibit such action if the employee provides certification in any other form of documentation that reasonably verifies that the crime or abuse occurred. The bill would also define “victim” and “crime” for purposes of these provisions. By expanding the definition of a crime, the bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 3128</a> <a href="#">Burke</a> D  Electricity: deenergization events: fuel cells.</p>	<p>6/5/2020-A. DEAD 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. PRINT on 2/21/2020)</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare a wildfire mitigation plan and to submit its plan to the commission for review and approval, as specified. Existing law requires the wildfire mitigation plan to include, among other things, protocols for disabling reclosers and deenergizing portions of the electrical distribution system, also known as public safety power shutoffs, that consider the associated impacts on public safety.This bill would provide that it is the intent of the Legislature to enact legislation that would incentivize the use of fuel cells to address reliability issues associated with public safety power shutoffs.</p>	
<p><a href="#">AB 3205</a> <a href="#">Salas</a> D  Regions Rise Grant Program.</p>	<p>8/21/2020-S. DEAD 8/21/2020-Failed Deadline pursuant to Rule 61(b)(15). (Last location was S. APPR. SUSPENSE FILE on 8/13/2020)</p>	<p>Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development, also known as “GO-Biz,” in state government within the Governor’s office under the control of a director. The act requires 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.This bill would establish the Regions Rise Grant Program within the Governor’s Office of Business and Economic Development for the purpose of supporting inclusive, cross-jurisdictional, and innovative processes that lead to inclusive strategies to address barriers and challenges confronting communities in creating economic prosperity for all. The bill would define “region” as a geographic area comprised of one or more counties and cities that form a functional economy.This bill contains other related provisions.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 3209</a> <a href="#">Aguiar-Curry D</a>  Local alternative transportation improvement program: County of Napa.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/12/2020)</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law generally requires proceeds from the sale of excess state highway property to be made available for other highway purposes. Existing law generally requires the California Transportation Commission to program available funding for transportation capital improvement projects, other than state highway rehabilitation projects, through the State Transportation Improvement Program process, with available funds subject to various fair share distribution formulas. Existing law, in certain cases, requires the commission to instead reallocate funds from canceled state highway projects to a local alternative transportation improvement program within the same county and exempts those funds from the fair share distribution formulas that would otherwise apply. This bill, for state transportation facilities at the intersection of State Route 29 and State Route 221 in the County of Napa that are no longer planned to be constructed, would authorize the transportation planning agency having jurisdiction over the facilities, acting jointly with the County of Napa, to develop and file with the commission a local alternative transportation improvement program that addresses transportation problems and opportunities in the county. The bill would give the commission the final authority regarding the content and approval of the local alternative, and would prohibit the commission from approving the local alternative if it is submitted after July 1, 2022. The bill would require all proceeds from the sale of certain excess properties acquired by the department for the canceled state facilities, less any reimbursements due to the federal government and costs incurred in the sale of those excess properties, to be allocated by the commission to fund the approved local alternative and would exempt those funds from the fair share distribution formulas that would otherwise apply to state transportation funds.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 3256</a> <a href="#">Garcia, Eduardo</a> D  Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.</p>	<p>8/31/2020-A. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. RLS. on 6/3/2020)</p>	<p>The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide direct primary election, authorizes the issuance of bonds in the amount of \$4,000,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program.This bill would enact the Economic Recovery, Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,980,000,000 pursuant to the State General Obligation Bond Law to finance projects for an economic recovery, wildfire prevention, safe drinking water, drought preparation, and flood protection program.This bill contains other related provisions.</p>	
<p><a href="#">AB 3280</a> <a href="#">Chu</a> D  The Solutions for Congested Corridors Program: regional transportation planning agency.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 4/24/2020)</p>	<p>Existing law creates the Solutions for Congested Corridors Program, with funding available for the program to be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state and that are part of a comprehensive corridor plan. Existing law authorizes regional transportation planning agencies or county transportation commissions or authorities and the Department of Transportation to nominate projects, with preference to be given to projects that demonstrate collaboration between the regional agencies and the department.This bill would expand “regional transportation planning agency” to include specified transportation planning agencies, certain county transportation commissions, the Santa Clara Valley Transportation Authority, a joint exercise of powers authority, or any other local or regional transportation entity that is designated by statute as a regional transportation agency.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 3335</a> <a href="#">Friedman</a> D  California Environmental Quality Act: transit priority projects.</p>	<p>6/5/2020-A. DEAD 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. NAT. RES. on 4/24/2020)</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 provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.</p>	
<p><a href="#">SB 43</a> <a href="#">Allen</a> D  Carbon intensity and pricing: retail products.</p>	<p>8/14/2020-A. DEAD 8/14/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was REV. &amp; TAX on 6/24/2019)</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>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 59</a> <a href="#">Allen D</a>  California Transportation Commission: advisory committee: autonomous vehicle technology.</p>	<p>8/21/2020-A. DEAD 8/21/2020-Failed Deadline pursuant to Rule 61(b)(15). (Last location was A. 2 YEAR on 8/30/2019)</p>	<p>Existing law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state.This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology. The bill would require the council to consist of at least 22 members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization.The bill would require the council to gather public comment on issues and concerns related to autonomous vehicles and to submit, among other things, recommendations for statewide policy changes and updates to the Legislature no later than January 1, 2022, and to submit a report of its recommendations biannually thereafter, or more frequently at the commission’s discretion. The bill would require the council to create subcommittees focused on or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state’s environmental, public health, and energy objectives, as specified. The bill would require the subcommittee to submit policy recommendations to the council and the Legislature by January 1, 2022, and to make those recommendations publicly available.The bill would repeal these provisions on January 1, 2030.</p>	



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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 266</a> <a href="#">Leyva D</a>  Public Employees’ Retirement System: disallowed compensation: benefit adjustments.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. 2 YEAR on 9/15/2019)</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 PEPRRA 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>	

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<p><a href="#"><u>AB 107</u></a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 278</u></a> <a href="#"><u>Beall</u></a> D  Metropolitan Transportation Commission.</p>	<p>8/14/2020-A. DEAD 8/14/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was A. TRANS. on 6/18/2020)</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>	

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<p><a href="#"><u>SB 288</u></a> <a href="#"><u>Wiener</u></a> D</p> <p>California Environmental Quality Act: exemptions: transportation-related projects.</p>	<p>9/28/2020-S. CHAPTERED 9/28/2020-Approved by the Governor. Chaptered by Secretary of State. Chapter 200, Statutes of 2020.</p>	<p>(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would further exempt from the requirements of CEQA certain projects, including projects for the institution or increase of new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way, as specified, whether or not the right-of-way is in use for public mass transit, as specified, and projects for the designation and conversion of general purpose lanes, high-occupancy toll lanes, high-occupancy vehicle lanes, or highway shoulders, as specified. The bill would additionally exempt transit prioritization projects, projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses, projects carried out by a city or county to reduce minimum parking requirements, and projects for pedestrian and bicycle facilities. The bill would, except as provided, require those exempt projects to meet additional specified criteria, including that a public agency is carrying out the project and is the lead agency for the project. The bill would, except as provided, require the lead agency to certify that those projects will be carried out by a skilled and trained workforce, except as provided. For those exempted projects exceeding \$100,000,000 in 2020 United States dollars, the bill, except as provided, would require the lead agency to complete and consider the results of a project business case and a racial equity analysis, as prescribed, would require the lead agency, before exempting a project from CEQA, to hold at least 3 noticed public meetings in the project area to hear and respond to public comments, would require the lead agency, in at least one of those public meetings, to review the project business case and the racial equity analysis, and would require the lead agency to conduct at least 2 noticed public meetings annually during project construction for the public to provide comments. If the lead agency determines to carry out a project exempt under the above provisions, the bill would require the lead agency to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the project is located. The bill would repeal the above-described exemptions on January 1, 2023. This bill contains other related provisions and other existing laws.</p>	<p>Support</p>
<p><a href="#"><u>SB 336</u></a> <a href="#"><u>Dodd</u></a> D</p>	<p>8/14/2020-A. DEAD 8/14/2020-Failed Deadline pursuant to Rule 61(b)(14). (Last</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</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p>Transportation: fully- automated transit vehicles.</p>	<p>location was TRANS. on 5/24/2019)</p>	<p>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><a href="#">SB 498</a> <a href="#">Hurtado</a> D  Trade Corridors Improvement Fund: grant program: short-line railroads.</p>	<p>8/14/2020-A. DEAD 8/14/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was TRANS. on 6/6/2019)</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>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 664</a> <a href="#">Allen D</a>  Electronic toll and transit fare collection systems.</p>	<p>8/31/2020-A. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. 2 YEAR on 9/15/2019)</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, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle’s use of the toll facility.This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities. The bill would limit the above-described authorization to those operators engaged in an interstate interoperability program. The bill would assert that these provisions are declarative of existing law.This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 749</a> <a href="#">Durazo D</a>  California Public Records Act: trade secrets.</p>	<p>8/31/2020-A. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. THIRD READING on 8/25/2020)</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, if those wages, benefits, working hours and other employment terms and conditions relate to work performed under the contract, 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. The bill, however, would exclude contracts between a public agency and a private industry employer entered into before January 1, 2020, and records that include communications between the state or local agency and specified state or local officials, on matters posing a threat to the security of a public building, a threat to the security of essential public services, or a threat to the public’s right of access to public services or public facilities, from these provisions. Because the bill would require local officials to perform additional duties, it would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 757</a> <a href="#">Allen D</a>  California Environmental Quality Act: environmental leadership projects: exclusive public mass transit guideway.</p>	<p>9/29/2020-S. VETOED 9/29/2020-Vetoed by the Governor. In Senate. Consideration of Governor's veto pending.</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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA. This bill would additionally include projects to construct a fixed guideway, as defined, and related fixed facilities meeting certain conditions as projects that are eligible for certification by the Governor under the leadership act. The bill would provide that the certification by the Governor expires if the lead agency fails to approve the project by January 1, 2024. Because a lead agency would be required to prepare the record of proceedings for these projects, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 992</a> <a href="#">Beall D</a>  Road Repair and Accountability Act of 2017: reporting website.</p>	<p>5/29/2020-S. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 2/20/2020)</p>	<p>Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017 establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.</p>	



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<p><a href="#"><u>AB 107</u></a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 1159</u></a> <a href="#"><u>Hill D</u></a>  Workers' compensation: COVID-19: critical workers.</p>	<p>9/17/2020- S. CHAPTERED 9/17/2020-Approved by the Governor. Chaptered by Secretary of State. Chapter 85, Statutes of 2020.</p>	<p>Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified.This bill would define "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2024, for employees generally, and until July 1, 2024, for certain peace officers, firefighters, and health care workers, among others. The bill would create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. The bill would limit the applicability of the presumption under certain circumstances. The bill would require an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. The bill would also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days rather than 90 days. The bill would state the intent of the Legislature to create a disputable presumption for employees diagnosed with COVID-19 as part of an outbreak at a specific place of employment.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1215</a> <a href="#">Stern D</a>  Electricity: microgrids.</p>	<p>8/14/2020-A. DEAD 8/14/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was A. U. &amp; E. on 6/29/2020)</p>	<p>(1)Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires the commission, in consultation with the State Energy Resources Conservation and Development Commission and the Independent System Operator, to take specified actions by December 1, 2020, to facilitate the commercialization of microgrids for distribution customers of large electrical corporations, including developing microgrid service standards necessary to meet state and local permitting requirements and developing methods to reduce barriers for microgrid deployment without shifting costs between ratepayers.This bill would require the commission, in consultation with the Office of Emergency Services, to create a database of critical facilities and critical infrastructure, and related critical circuits that are located in tier 2 or tier 3 high fire-threat districts served by electrical corporations, and identify with respect to each whether it serves low-income households or low-income communities, as defined. The bill would require an electrical corporation, upon request, to collaborate with local governments or community choice aggregators within its service area to identify critical circuits and microgrid projects. The bill would authorize the above listed entities and local publicly owned electric utilities to use capacity resulting from a microgrid project to satisfy specified resource adequacy requirements. The bill would require electrical corporations to provide local governments, tribal governments, and community choice aggregators with electrical distribution equipment data, transmission and distribution circuit data, grid hardening plans, and other information requested by those entities to ensure that they are able to plan and develop microgrid projects collaboratively with the electrical corporations. The bill would authorize the electrical corporations to require the use of a commission-approved nondisclosure agreement before providing the requested information.This bill contains other related provisions and other existing laws.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1227</a> <a href="#">Skinner</a> D  Road Maintenance and Rehabilitation Program.</p>	<p>5/29/2020-S. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 3/5/2020)</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 requires the Department of Transportation and cities and counties receiving funds under the program, to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.This bill would delete the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible. The bill would require those cities and counties to apply standard specifications that allow for the use of recycled materials at or above the level allowed in the department’s most recently published standard specifications for recycled base and subbase materials, returned plastic concrete, reclaimed aggregate in minor concrete, and reclaimed asphalt pavement.</p>	
<p><a href="#">SB 1258</a> <a href="#">Stern</a> D  California Climate Technology and Infrastructure Financing Act.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. APPR. SUSPENSE FILE on 6/9/2020)</p>	<p>Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, authorizes the California Infrastructure and Economic Development Bank, governed by a board of directors, to make loans, issue bonds, and provide other assistance for various types of economic development projects, among other things. The activities of the bank under these provisions are funded from the California Infrastructure and Economic Development Bank Fund, which is continuously appropriated for these purposes. This bill would enact the California Climate Technology and Infrastructure Financing Act to require the bank, in consultation with specified agencies to administer the Climate Catalyst Revolving Fund, which the bill would establish to provide financial assistance to eligible climate catalyst projects, as defined.This bill contains other related provisions.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1283</a> <a href="#">Beall D</a>  Department of Transportation: state highways: transit bus pilot program.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 2/21/2020)</p>	<p>Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right half of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway.This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project.This bill contains other existing laws.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1314</a> <a href="#">Dodd D</a>  Community Energy Resilience Act of 2020.</p>	<p>5/29/2020-S. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was N.R. &amp; W. on 5/12/2020)</p>	<p>Existing law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Existing law assigns to the council various duties, including managing and awarding grants and loans to support the planning and development of sustainable communities, as provided.This bill, the Community Energy Resilience Act of 2020, would require the council to develop and implement a grant program for local governments to develop community energy resilience plans. The bill would set forth guiding principles for plan development, including equitable access to reliable energy, as provided, and integration with other existing local planning documents. The bill would require a plan to, among other things, ensure a reliable electricity supply is maintained at critical facilities and identify areas most likely to experience a loss of electrical service.This bill contains other related provisions.</p>	

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<p><a href="#"><u>AB 107</u></a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 1351</u></a> <a href="#"><u>Beall</u></a> D  Transportation improvement fee: revenue bonds.</p>	<p>9/29/2020-S. VETOED 9/28/2020-Vetoed by the Governor. In Senate. Consideration of Governor's veto pending.</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 revenues for the program in the Road Maintenance and Rehabilitation Account, including specified portions of revenues from certain fuel excise taxes, a road improvement fee imposed on certain zero-emission vehicles, and the transportation improvement fee. Existing law imposes the transportation improvement fee under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and an inflation adjustment, and requires the fee to be collected at the same time and in the same manner as the vehicle registration fee. Existing law requires revenues in the Road Maintenance and Rehabilitation Account to be annually allocated by first making specified deductions for various specified purposes and then continuously appropriating the remaining revenues in the account 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula.This bill would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would transfer the revenues from the transportation improvement fee that are deposited in the Road Maintenance and Rehabilitation Account to the subaccount. The bill would continuously appropriate the revenues in the subaccount to the department and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account. The bill would prohibit the revenues in the subaccount from being used to satisfy the above-described deductions from the Road Maintenance and Rehabilitation Account, except under specified circumstances. The bill would require the revenues in the subaccount to be used first to satisfy the 50% allocation to the department and would require those revenues to be deposited in the State Highway and SHOPP TIF Account, which the bill would create in the State Transportation Fund.This bill contains other related provisions.</p>	

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<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 1363</a> <a href="#">Allen D</a>  Regional transportation plans: sustainable communities strategies: greenhouse gas emissions and vehicle miles traveled reduction targets.</p>	<p>5/29/2020-S. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 5/12/2020)</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 State Air Resources Board, no later than September 30, 2010, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively. Existing law requires each regional transportation plan to include, among other things, a sustainable communities strategy that, among other things, sets forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, those greenhouse gas emission reduction targets approved by the state board. This bill would also require the state board to provide, no later than December 31, 2022, each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050, and with vehicle miles traveled reduction targets for 2035, 2045, and 2050, and to release, no later than September 30, 2022, a draft of those targets, as specified.This bill contains other related provisions and other existing laws.</p>	

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Bill ID/Topic	Location	Summary	Position
<p><a href="#"><u>AB 107</u></a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 1408</u></a> <a href="#"><u>Dodd D</u></a>  State Route 37 Toll Bridge Act.</p>	<p>5/29/2020-S. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was TRANS. on 5/12/2020)</p>	<p>The California Toll Bridge Authority Act makes the California Transportation Commission, together with the Department of Transportation, responsible for building and acquiring toll facilities and related transportation facilities.This bill would require an unspecified authority, on behalf of the state, to operate and maintain tolling infrastructure, including by installing toll facilities, and charge and collect tolls for the use of the Sonoma Creek Bridge, and to be responsible for the design and construction of improvements on the bridge and a segment of State Route 37 between its intersections with Route 121 in the County of Sonoma and Walnut Avenue in the County of Solano in accordance with programming and scheduling requirements adopted by the authority. The bill would authorize the authority to issue bonds payable from the revenues derived from those tolls. The bill would authorize those toll and bond revenues to be used for specified purposes, including near-term and long-term improvements to the segment of State Route 37 and the bridge to improve the roadway’s mobility, safety, and long-term resiliency to sea level rise and flooding. The bill would require the authority to update and approve an expenditure plan for those toll and bond revenues on an annual basis beginning on July 1 following implementation of a toll. The bill would require the authority to develop and implement an equity program for the toll bridge to reduce the impact of the toll on low-income drivers.This bill contains other related provisions and other existing laws.</p>	<p>Support in Concept</p>



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Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 107</a> Committee on Budget  State government.</p>	<p>9/29/2020- A. CHAPTERED 9/29/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 264, Statutes of 2020.</p>	<p>(1)Existing law establishes the state civil service system in accordance with Article VII of the California Constitution and contains exemptions for certain categories of workers, including officers or employees appointed or employed by commissions.This bill would authorize the commission to appoint an executive director who would be exempt from civil service.This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SCA 3</a> <a href="#">Hill D</a>  Property taxation: change in ownership: inheritance exclusion.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. INACTIVE FILE on 5/21/2019)</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>	

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<b>Housing Bills</b>			
<b>Bill ID/Topic</b>	<b>Location</b>	<b>Summary</b>	<b>Position</b>
<a href="#"><u>AB 10</u></a> <a href="#"><u>Chiu D</u></a>  Income taxes: credits low-income housing: farmworker housing.	8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. APPR. SUSPENSE FILE on 8/26/2019)	(1)Existing law establishes a low-income housing tax credit program pursuant to which the California Tax Credit Allocation Committee(CTCAC) provides procedures and requirements for the allocation, in modified conformity with federal law, of state insurance, personal income, and corporation tax credit amounts to qualified low-income housing projects that have been allocated, or qualify for, a federal low-income housing tax credit, and farmworker housing. Existing law limits the total annual amount of the state low-income housing credit for which a federal low-income housing credit is required to the sum of \$70,000,000, as increased by any percentage increase in the Consumer Price Index for the preceding calendar year, any unused credit for the preceding calendar years, and the amount of housing credit ceiling returned in the calendar year, and authorizes CTCAC, for calendar years beginning in 2020, to allocate an additional \$500,000,000 to specified low-income housing projects and, for calendar years beginning in 2021, requires this additional amount only to be available for allocation pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.This bill would remove the requirement that, beginning in the 2021 calendar year, the above-described additional \$500,000,000 allocation only be available pursuant to an authorization in the annual Budget Act or related legislation, and specified regulatory action by CTCAC.This bill contains other related provisions.	
<a href="#"><u>AB 69</u></a> <a href="#"><u>Ting D</u></a>  Help Homeowners Add New Housing Program: accessory dwelling unit financing.	9/28/2020-A. VETOED 9/28/2020-Vetoed by Governor.	Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions.This bill would require the Treasurer, within 6 months of the effective date of these provisions, to develop the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development and would authorize the Treasurer to consult with private lenders.This bill contains other related provisions and other existing laws.	

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<p><a href="#"><u>AB 725</u></a> <a href="#"><u>Wicks D</u></a></p> <p>General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions.</p>	<p>9/28/2020- A. CHAPTERED 9/28/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 193, Statutes of 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, commencing January 1, 2022, would require that at least 25% of a metropolitan jurisdiction’s share of the regional housing need for moderate-income housing be allocated to sites with zoning that allows at least 4 units of housing, but no more than 100 units per acre of housing. The bill would require that at least 25% of a metropolitan jurisdiction’s share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 4 units of housing. 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>	
<p><a href="#"><u>AB 831</u></a> <a href="#"><u>Grayson D</u></a></p> <p>Planning and zoning: housing: development application modifications.</p>	<p>9/28/2020- A. CHAPTERED 9/28/2020-Approved by the Governor. Chaptered by Secretary of State - Chapter 194, Statutes of 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, including, among other things, that the development is located on a site that satisfies specified location, urbanization, and zoning requirements. Existing law requires a local government that determines that a development submitted pursuant to these provisions is in conflict with any of the objective planning standards to provide the development proponent written documentation of which standard or standards the development conflicts with and an explanation of the reasons, as specified. This bill would require the development and the site on which it is located to satisfy the specified location, urbanization, and zoning requirements. The bill would authorize a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. The bill would require the local government to determine if the requested modification is consistent with the objective planning standard and either approve or deny the modification request within 60 or 90 days after submission of the modification, as specified. By adding to the duties of a local government with respect to review of a development application, this bill would impose a state-mandated local program. The bill would permit the local government to apply objective planning standards adopted after the development application was first submitted to the requested modification in specified instances. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#">AB 1484</a> <a href="#">Grayson D</a></p> <p>Mitigation Fee Act: housing developments.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 9/9/2019)</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. Existing law, the Quimby Act, which is within the Subdivision Map Act, authorizes the legislative body of a city or county to require the dedication of land or to impose fees for park or recreational purposes as a condition to the approval of a tentative map or parcel subdivision map if specified requirements are met. The Mello-Roos Community Facilities Act of 1982, after a community facilities district has been created and authorized to levy specified special taxes, authorizes the legislative body, by ordinance, to levy the special taxes at the rate and apportion them in the manner specified in the resolution forming the community facilities district. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project. The bill, for purposes of these provisions, defines "housing impact requirement" as a fee imposed under the Mitigation Fee Act, dedications of parkland or in-lieu fees imposed under the Quimby Act, a construction excise tax, or landowner-approved taxes imposed under the Mello-Roos Community Facilities Act of 1982. This bill would prohibit a housing impact requirement from curing deficiencies in a public facility serving existing development, unless the amount of the housing impact requirement is roughly proportional both in nature and extent to the housing development project's impact on the public facility. The bill would prohibit a housing impact requirement from being based on providing a level of service, as defined, that exceeds the existing community's current level of service. This bill would require a local agency to adopt a nexus study that is used to demonstrate compliance with the requirements of these provisions, subject to specified public participation requirements. The bill would require a local agency to make an individualized determination that a housing development project will have the same type and amount of impact projected for a type of development analyzed in the nexus study. Existing law requires fees charged by a local agency for specified purposes, including zoning variances, use permits, building inspections, and the processing of maps, to not exceed the estimated reasonable cost of providing the service for which the fee is charged, unless a question regarding the amount of the fee charged in excess of this cost is submitted to, and approved by, 2/3 of the electors. Existing law provides that these fees may be challenged within 120 days of the effective date of the ordinance or resolution establishing the fee. This bill would additionally provide that those fees are subject to specified protest procedures upon the payment of the fees. This bill contains other related provisions and other existing laws.</p>	
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**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#"><u>AB 1924</u></a> <a href="#"><u>Grayson</u></a> D</p> <p>Housing development: fees.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 1/23/2020)</p>	<p>The Mitigation Fee Act authorizes a local agency to charge or imposed a variety of fees, dedications, reservations, or other exactions in connection with the approval of a development project, as defined. Existing law, when a local agency imposes any fee or exaction as a condition of approval of a proposed development, as defined, or development project, prohibits those fees or exactions from exceeding the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed. This bill would require that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. By imposing additional duties on local agencies that impose fees under the Mitigation Fee Act, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>AB 2722</u></a> <a href="#"><u>McCarty</u></a> D</p> <p>Development fees and charges: deferral.</p>	<p>6/5/2020-A. DEAD 6/5/2020-Failed Deadline pursuant to Rule 61(b)(6). (Last location was A. L. GOV. on 3/12/2020)</p>	<p>Existing law prohibits a local agency that imposes fees or charges on a residential development for the construction of public improvements or facilities from requiring the payment of those fees or charges until the date of the final inspection or the date the certificate of occupancy is issued, whichever occurs first, except that the payment may be required sooner under specified circumstances. This bill would similarly prohibit a noncompliant local agency, as defined, that imposes any fees or charges on a qualified development, as defined, from requiring the payment of those fees or charges until 20 years from the date of the final inspection, or the date the certificate of occupancy is issued, whichever occurs first. The bill would authorize a noncompliant local agency that defers a fee or charge to require the property owner, or lessee if the lessee's interest appears of record, as a condition of issuance of the building permit, to execute a contract to pay the fee or charge if the fee or charge is not fully paid before the issuance of a building permit for the construction of any portion of the qualified development encumbered by the fee or charge, as provided.</p>	

**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#">AB 3145</a> <a href="#">Grayson D</a></p> <p>Local government: housing development projects: fees and exactions cap.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was L. GOV. on 3/9/2020)</p>	<p>The California Constitution authorizes cities and counties to make and enforce within their limits all local, police, sanitary, and other ordinances and regulations not in conflict with general laws, and further authorizes cities organized under a charter to make and enforce all ordinances and regulations in respect to municipal affairs, which supersede inconsistent general laws. Existing law provides that a city or a county may, in the exercise of their police powers, license and regulate businesses operating within their jurisdiction and may fix the rate of the license fee and provide for its collection. Existing law authorizes the legislative body of a city and the board of supervisors of a county to license, for revenue and regulation, and fix a license tax upon, every kind of lawful business transacted in the city or county, as specified. Existing law requires a legislative body of a city or a board of supervisors of a county imposing a license tax upon a business operating both within and outside the legislative body's or board's taxing jurisdiction to levy the tax so that the measure of tax fairly reflects that proportion of the taxed activity actually carried on within the taxing jurisdiction. This bill would prohibit a city or county from imposing a specified fee or exaction if the total dollar amount of the fees and exactions that a city or county would impose on a proposed housing development is greater than 12 percent of the city's or county's median home price unless approved by the Department of Housing and Community Development. The bill would authorize a city or county to seek approval from the department to impose a fee or an exaction that would result in the total dollar amount of fees and exactions exceeding that limitation by making a specified finding and submitting a completed application for a waiver. The bill would require the department to develop a standard form application for a waiver in conjunction with the Governor's Office of Planning and Research. The bill would also require the department to develop standards to determine whether to grant a waiver and the total dollar amount limitation to which a city or county granted a waiver is subject. The bill would require the department to conduct and post on its internet website an analysis that, for purposes of these provisions, determines the median home price in each city and county of the state. This bill contains other related provisions and other existing laws.</p>	
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**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#"><u>AB 3148</u></a> <a href="#"><u>Chiu</u></a> D</p> <p>Planning and zoning: density bonuses: affordable housing: fee reductions.</p>	<p>5/29/2020-A. DEAD 5/29/2020-Failed Deadline pursuant to Rule 61(b)(5). (Last location was H. &amp; C.D. on 3/9/2020)</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 requires the Department of Housing and Community Development to notify a city or county, and authorizes the department to notify the Attorney General, that the city or county has taken an action that violates specified provisions of law, including the Density Bonus Law. Existing law authorizes the Attorney General to seek all remedies available under law. This bill would require a city, county, special district, water corporation, utility, or other local agency, except a school district, to reduce an impact fee or other charges imposed on the construction of a deed restricted affordable housing unit that is built pursuant to a density bonus, to amounts that are, depending on the affordability restriction on the unit, a specified percentage of the impact fee or other charge that would be imposed on a market rate unit within the development. The bill would exempt from these provisions units that are required to be affordable pursuant to a local inclusionary housing ordinance. The bill would define “impact fee” for purposes of these provisions. By imposing requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>ACA 1</u></a> <a href="#"><u>Aguiar-Curry</u></a> D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>8/31/2020-A. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. RECONSIDERATION on 5/20/2019)</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 style="text-align: center;">Support</p>

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as of October 1, 2020**

<p><a href="#">SB 50</a> <a href="#">Wiener</a> D</p> <p>Planning and zoning: housing development: streamlined approval: incentives.</p>	<p>1/31/2020-S. DEAD 1/31/2020-Failed Deadline pursuant to Rule 61(b)(3). (Last location was THIRD READING on 1/30/2020)</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>
<p><a href="#">SB 795</a> <a href="#">Beall</a> D</p> <p>Economic development: housing: workforce development: climate change infrastructure.</p>	<p>8/11/2020-A. APPR. SUSPENSE FILE 8/20/2020-August 20 hearing: Held in committee and under submission.</p>	<p>Existing law establishes various housing programs administered by the Department of Housing and Community Development, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development for specified types of housing projects. Existing law also establishes the Homeless Housing, Assistance, and Prevention program, administered by the Business, Consumer Services, and Housing Agency, for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as provided.This bill, upon appropriation by the Legislature, would make up to \$2,000,000,000 available in each fiscal year for the purpose of providing emergency economic recovery and development, climate change, and disaster response. Of the amount made available for any fiscal year, the bill would require the Controller to allocate \$1,808,000,000, or a proportional amount of the total available amount for the applicable fiscal year, among various housing programs administered by the Department of Housing and Community Development, the Homeless Housing, Assistance, and Prevention program, and for distribution by the California Workforce Development Board among local agencies to participate in, invest in, or partner with new or existing preapprenticeship training programs established as described above. The bill would require the Business, Consumer Services, and Housing Agency to establish deadlines for applications and submitting final reports under the Homeless Housing, Assistance, and Prevention program with respect to moneys allocated to that program under the bill.This bill contains other related provisions and other existing laws.</p>	



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<p><a href="#"><u>SB 899</u></a> <a href="#"><u>Wiener</u></a> D</p> <p>Planning and zoning: housing development: nonprofit hospitals or religious institutions.</p>	<p>8/21/2020-A. DEAD 8/21/2020-Failed Deadline pursuant to Rule 61(b)(15). (Last location was A. APPR. on 8/3/2020)</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit if the development satisfies certain objective planning standards. This bill would require that a housing development project be a use by right upon the request of an independent institution of higher education or religious institution that partners with a qualified developer on any land owned in fee simple by the applicant on or before January 1, 2020, if the development satisfies specified criteria. The bill would define various terms for these purposes. Among other things, the bill would require that 100% of the units, exclusive of manager units, in a housing development project eligible for approval as a use by right under these provisions be affordable to lower income households, except that 20% of the units may be for moderate-income households, provided that all the units are provided at affordable rent or affordable housing cost, as specified. The bill would authorize the development to include ancillary uses on the ground floor of the development, as specified. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 902</u></a> <a href="#"><u>Wiener</u></a> D</p> <p>Planning and zoning: housing development: density.</p>	<p>8/21/2020-A. DEAD 8/21/2020-Failed Deadline pursuant to Rule 61(b)(15). (Last location was A. APPR. SUSPENSE FILE on 8/18/2020)</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 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 local government to pass an ordinance, notwithstanding any local restrictions on adopting zoning ordinances, to zone any parcel for up to 10 units of residential density per parcel, at a height specified by the local government in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2022, based on specified criteria. The bill would specify that an ordinance adopted under these provisions is not a project for purposes of the California Environmental Quality Act. This bill contains other related provisions.</p>	

**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#"><u>SB 995</u></a> <a href="#"><u>Atkins</u></a> D</p> <p>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011: housing projects.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. CONCURRENCE on 8/31/2020)</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 (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA authorizes the preparation of a master EIR and authorizes the use of the master EIR to limit the environmental review of subsequent projects that are described in the master EIR, as specified. This bill would require a lead agency to prepare a master EIR for a general plan, plan amendment, plan element, or specified plan for housing projects where the state has provided funding for the preparation of the master EIR. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#"><u>SB 1085</u></a> <a href="#"><u>Skinner</u></a> D</p> <p>Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. INACTIVE FILE on 9/1/2020)</p>	<p>(1)Existing law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Existing law defines “incentives or concessions” to include, among other things, regulatory incentives or concessions proposed by the developer or the city or county that result in identifiable and actual cost reductions to provide for affordable housing costs, as specified. This bill would revise that definition of “incentives or concessions” to include those proposed regulatory incentives or concessions that the developer determines result in identifiable and actual cost reductions to provide for affordable housing costs. This bill contains other related provisions and other existing laws.</p>	

**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#"><u>SB 1120</u></a> <a href="#"><u>Atkins</u></a> D</p> <p>Subdivisions: tentative maps.</p>	<p>8/31/2020-S. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. CONCURRENCE on 8/31/2020)</p>	<p>The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. This bill, among other things, would require a proposed housing development containing 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district. This bill contains other related provisions and other existing laws.</p>	
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**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#">SB 1385</a> <a href="#">Caballero D</a></p> <p>Local planning: housing: commercial zones.</p>	<p>8/14/2020-A. DEAD 8/14/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was A. L. GOV. on 6/29/2020)</p>	<p>The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified time periods and that this rezoning accommodate 100% of the need for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction. The bill would require the housing development to meet all other local requirements for a neighborhood lot, other than those that prohibit residential use, or allow residential use at a lower density than that required by the bill. The bill would provide that a housing development under these provisions is subject to the local zoning, parking, design, and other ordinances, local code requirements, and procedures applicable to the processing and permitting of a housing development in a zone that allows for the housing with the density required by the act. The bill would also require that a housing development under these provisions comply with public notice, comment, hearing, or other procedures applicable to a housing development in a zone with the applicable density. The bill would provide that the existing zoning designation applies if the existing zoning designation for the parcel allows residential use at a density greater than that required by these provisions. The bill would require a local agency to require that a rental of any unit created pursuant to the bill's provisions be for a term longer than 30 days. The bill would authorize a local agency to exempt a neighborhood lot from these provisions in its land use element of the general plan if the local agency concurrently reallocates the lost residential density to other lots so that there is no net loss in residential density in the jurisdiction, as provided. The bill would specify that it does not alter or affect the application of any housing, environmental, or labor law applicable to a housing development authorized by these provisions, including, but not limited to, the California Coastal Act, the California Environmental Quality Act, the Housing Accountability Act, obligations to affirmatively further fair housing, and any state or local affordability laws or tenant protection laws. The bill would require an applicant of a housing development under these provisions to provide notice of a pending application to each commercial tenant of the neighborhood lot. This bill contains other related provisions and other existing laws.</p>	
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**STA Bill Matrix  
as of October 1, 2020**

<p><a href="#">SCA 1</a> <a href="#">Allen</a> D  Public housing projects.</p>	<p>8/31/2020-A. DEAD 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. DESK on 9/10/2019)</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>	
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