



May 11, 2017

CALL AND NOTICE OF A REGULAR MEETING OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a regular meeting of the Legal, Government and Environmental Affairs Committee will be held Monday, May 15, 2017, at 10:30 a.m., (or immediately following the regular Commission meeting), in the Burbank Room of Hollywood Burbank Airport, 2627 Hollywood Way, Burbank, California 91505.

Terri Williams, Board Secretary
Burbank-Glendale-Pasadena Airport Authority

REGULAR MEETING
OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE

Burbank Room
Monday, May 15, 2017
10:30 A.M. or Immediately Following
the Conclusion of the
Airport Authority Meeting

NOTE TO THE PUBLIC: Any disclosable public records related to an open session item on a special meeting agenda and distributed by the Authority to the Commission less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 Hollywood Way, Burbank) in the administrative office during normal business hours.

As a result of the convening of this meeting of the Legal, Government and Environmental Affairs Committee, each Committee member is entitled to receive and shall be provided \$200.

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In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

AGENDA

1. Approval of Agenda
2. Public Comment
3. Approval of Minutes
 - a. March 20, 2017 [See page 1]
 - b. May 1, 2017 [See page 4]
4. Items for Discussion
 - a. California Legislative Update: Arnold & Associates

No Staff report is attached. Via teleconference, the Authority's Sacramento legislative consultants, Michael Arnold and Kristi Foy, will brief the Committee

on current airport-related issues at the state level. A Legislative Status Report is included in the Committee's agenda packet.

5. Adjournment

Subject to Approval

**MINUTES OF THE REGULAR MEETING OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, MARCH 20, 2017

A regular meeting of the Burbank-Glendale-Pasadena Airport Legal, Government and Environmental Affairs Committee was called to order on this date in the Burbank Room of the Airport Authority, 2627 Hollywood Way, Burbank, California, at 9:25 a.m., by Chairman Wiggins.

AB 23 Disclosure: The Assistant Board Secretary announced that, as a result of the convening of this meeting of the Legal, Government and Environmental Affairs Committee, each Committee member is entitled to receive and shall be provided \$200.

ROLL CALL

Present: Commissioners Wiggins and Madison

Absent: Commissioner Quintero

Also Present: Staff: John Hatanaka, Senior Deputy Executive Director; Mark Hardyment, Director, Government and Environmental Affairs; Lucy Burghdorf, Director of Public Affairs and Communications; Maggie Martinez, Manager, Noise and Environmental Compliance; Dan Feger, Director, Development Services

Airport Authority Counsel: Terence R. Boga of Richards, Watson and Gershon

1. Approval of Agenda

The agenda was approved (2-0; one absent) as presented.

2. Public Comment

There were no public speakers.

3. Approval of Minutes

a. February 6, 2017

The minutes of the February 6, 2017, meeting were approved (2-0; one absent) as submitted by Staff.

4. Contracts and Leases

a. Annual Review and Adjustment of Noise Violation Fines

The Airport Authority's Resolution No. 382 requires an annual review and adjustment of noise violation fines. This adjustment is based on year-over-year increases in the Consumer Price Index ("CPI") for the month of January. The January 2016 CPI for All Urban Consumers in the area of Los Angeles, Riverside, and Orange Counties was 252.37 according to U.S. Bureau of Labor Standards. This level represents an approximate increase of 2.11% when compared to the January 2016 index reading of 247.15. Accordingly, Staff recommended that the Committee recommend to the full Commission increases to the current Rules 8 and 9 violation fines by 2.11% effective April 1, 2017, as follows: Rule 8, first violation, increase from \$1,427 to \$1,457; Rule 8, subsequent violations, increase from \$2,073 to \$2,116; and Rule 9, each violation, increase from \$4,149 to \$4,236. Commissioner Wiggins suggested that this item move to the Commissions Consent Calendar.

Motion

Commissioner Wiggins moved approval of Staff's recommendation, seconded by Commissioner Madison.

Motion Approved

There being no objection, the motion was approved (2-0; one absent).

b. Environmental Impact Statement MOU with FAA

Staff recommended that the Committee recommend to the Commission approval of the proposed Memorandum Of Understanding ("MOU") with the Federal Aviation Administration ("FAA") to provide the framework in which the FAA will prepare an Environmental Impact Statement ("EIS") for the Replacement Passenger Terminal project for the Airport. Staff answered questions regarding the selection of the contractor who oversees the preparation of the EIS, reimbursement of funds to the Authority for the expenditures associated with the program and what role the Authority plays in the process along with FAA policy changes regarding the program. Staff further discussed ways that the process may be expedited and still meet the

requirements of the law and get full community involvement.

Motion

Commissioner Wiggins moved approval of Staff's recommendation; Commissioner Madison seconded the motion.

Motion Approved

The motion was approved (2-0; one absent).

5. Items for Information

**a. Empire Avenue Metrolink
Station Maintenance Update**

Staff updated the Committee regarding the maintenance condition of the Empire Avenue Metrolink Station and the parties responsible for the station. Staff advised the Committee of the lack of attention to the station in photographic detail and took steps to rectify the immediate situation. Staff will confirm the party responsible for the ongoing operation maintenance of the station and will advise the Committee with any updates.

6. Adjournment

There being no further business, the meeting was adjourned at 9:40 a.m.

Subject to Approval

**MINUTES OF THE REGULAR MEETING OF THE
LEGAL, GOVERNMENT AND ENVIRONMENTAL AFFAIRS COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

MONDAY, MAY 1, 2017

A regular meeting of the Burbank-Glendale-Pasadena Airport Legal, Government and Environmental Affairs Committee was called to order on this date in the Burbank Room of the Airport Authority, 2627 Hollywood Way, Burbank, California, at 10:00 a.m., by Chairman Wiggins.

AB 23 Disclosure: The Assistant Board Secretary announced that, as a result of the convening of this meeting of the Legal, Government and Environmental Affairs Committee, each Committee member is entitled to receive and shall be provided \$200.

ROLL CALL

Present: Commissioners Wiggins and Quintero

Absent: Commissioner Madison

Also Present: Staff: Frank Miller, Executive Director;
John Hatanaka, Senior Deputy Executive Director;
Mark Hardymont, Director, Government and
Environmental Affairs

Airport Authority Counsel: Terence R. Boga of
Richards, Watson and Gershon

1. Approval of Agenda The agenda was approved as presented.

2. Public Comment There were no public speakers.

3. Approval of Minutes

a. March 20, 2017

Draft minutes of the March 20, 2017, Legal, Government and Environmental Affairs Committee were presented for approval. Commissioner Quintero abstained from commenting on the minutes as he did not attend that meeting. The minutes were held over until the next meeting due to a lack of quorum.

4. Contracts and Leases

**a. Marathon Communications, Inc.,
Georgino Development LLC, and
Conway Consulting, LTD.**

Staff presented a report regarding a proposed extension of contracts for Marathon Communications, Inc., Georgino Development LLC,

Contract Extensions

and Conway Consulting, LTD., in conjunction with the replacement terminal development program. Staff recommended to the Commission that it approve and authorize execution of the following:

- i) Amendment #3 to the Professional Services Agreement with Conway Consulting, Ltd ("Conway") for the period from July 1, 2017 to June 30, 2018. For the first six months, scope of services shall include: support for completion of the Airport Layout Plan ("ALP"); oversight of the Airports Geographic Information System ("AGIS) required for the ALP; support for RPT concept validation and refinement studies. For the second six months, Staff will review and determine what services, if any, will be needed. Compensation for the first six months shall remain unchanged at a retainer of \$30,000 per month, which reflects a rate of \$195 per hour for 120 hours on-site and \$165 per hour for 40 hours off-site. The total contract for this six month period is for a not-to-exceed amount of \$180,000.
- ii) A new Purchase Order extending the term of services with Marathon Communications, Inc. ("Marathon") for continued public affair services for the period from July 1, 2017 to June 30, 2018 at the current fixed fee rate of \$10,000 per month plus an allowance of up to \$500 per month, with supporting receipts for reimbursement expenses (distribution material, photocopying, mileage). Prior to the conclusion of the first six months of this extension, Marathon will review and confer with the Executive Director any adjustment to the scope of services and monthly retainer for the remaining term of the agreement. The thirty-day cancellation provision contained in previous purchase orders shall remain.
- iii) Amendment #4 to the Professional Services Agreement with Georgino Development LLC ("Georgino") for strategic planning consulting services for the period from July 1, 2017 to June 30, 2018. Compensation under this amendment shall remain unchanged at a monthly retainer fee of \$3,500. The seven-day cancellation provision contained in the

Professional Services Agreement shall remain.

Motion

Commissioner Wiggins moved approval of Staff's recommendation, seconded by Commissioner Quintero.

Motion Approved

There being no objection, the motion was approved (2-0, one absent).

5. Adjournment

There being no further business, the meeting was adjourned at 10:07 a.m.

Hollywood Burbank Airport Legal, Government and Environmental Affairs Committee

State Legislative Update Staff report by Kristi Foy, Arnold and Associates

2017-2018 Legislative Session

This year is the first year of the two-year legislative session. New bills were introduced at the beginning of the year and have the potential to stay alive for two years. The next key deadline is May 12. That is the last day for policy committees to hear bills introduced in their house. Bills must be out of fiscal committee by May 26. By June 2, all bills must be passed out of the house of origin if they want to keep moving this year. Thus, all Senate bills need to be to the Assembly and vice versa.

Key Legislation

We have attached a copy of our most recent Legislative Status Report (LSR). This report tracks all the bills we have identified as having a potential impact or interest to the airport. The report lists key information about each bill including what our current position is on the bill. We are currently tracking over 50 bills. I have outlined below a few of the most important bills of this year:

AB 218 (Bonta) – This bill is sponsored by the Oakland Airport. The bill seeks to delete the requirement that the general authorization for an airport to impose a Customer Facility Charge (CFC) becomes inoperative when the bonds are paid. This requirement of indebtedness does not provide sufficient flexibility to airports who may wish to fund modest improvements for rental car facilities without debt financing, even when such improvements do not require large initial outlays to finance. This will allow the freedom to finance improvements to consolidated rental car facilities on a "pay as you go" basis rather than being required to incur debt. The bill contains a 5-year sunset date, allowing airports to operate free of that requirement during that time, but then restored to the current statute in 2023 unless a later enacted statute renews or extends that date. The bill also allows airports to charge the CFC in an amount less than \$10, and clarifies that airports may not require a CFC to be charged more than once to the same consumer in connection with a single car rental transaction. AB 218 has passed the Assembly and is now in the Senate.

AB 1069 (Low) – This bill is a new attempt at the regulation of taxicabs. Assembly Member Low had a bill last year that would have prohibited the regulation of taxicabs by cities and counties and instead have them regulated at the state level by the Public Utilities Commission (PUC). The Governor vetoed the bill. This year, AB 1069 takes a different approach. The bill

Shifts responsibilities from cities or counties, to counties to adopt an ordinance or resolution in regard to taxicab transportation service that is operated within the jurisdiction of the county. It does allow a county to perform the specified responsibilities by entering into an agreement with the most populated city within its jurisdiction that regulates taxicab transportation service to perform the responsibilities on the county's behalf. We have been working closely with the author and sponsor of the bill to make sure that Hollywood Burbank Airport, as a joint powers authority, retains the authority to regulate taxicabs at our airport. We are drafting amendment language that makes that issue perfectly clear. AB 1069 has passed the Assembly Communications and Conveyance Committee and is now in the Assembly Appropriations Committee.

AB 1286 (Friedman) – This is a very key bill for the Hollywood Burbank Airport. The bill extends the sunset date to increase the alternative Customer Facility Charge (CFC). The current sunset expires on January 1, 2018. The new sunset date is January 1, 2025. We brought the bill idea to Assembly Member Friedman and secured her agreement to author the bill. We have been working closely with her office to seek passage of the legislation. AB 1286 will ensure that airports, especially those with just the minimum alternate fee in place, such as Hollywood Burbank Airport, have the flexibility and opportunity to effectively plan and manage rental car facility capital programs within the parameters of local economic conditions and airport capital planning needs. We have been successful in already getting the bill through the Assembly. AB 1286 is now in the Senate.

2017-2018 State Budget

The Governor will soon be releasing his May Revision of his proposed State Budget for fiscal year 2017-2018. As proposed in January, the budget document outlines an anticipated budget deficit of almost \$2 billion. The Budget proposes a variety of solutions to bring the state's finances back into balance for 2017-18. It proposes to pull back on a variety of one-time spending commitments made in last year's budget and temper anticipated spending increases. Budget subcommittees have already been meeting and discussing his original proposed budget, however, the real deliberations will start once the revised version is available. The budget must be passed by the Legislature and sent to the Governor by June 15.

On April 28, Governor Brown signed SB 1 (Beall), the Road Recovery and Repair Act of 2017. SB 1 generates \$5.2 billion annually for California's state and local transportation system. The transportation investment package is funded over a ten-year horizon in the following ways:

- \$7.3 billion by increasing diesel excise tax 20 cents on November 1, 2017
- \$3.5 billion by increasing diesel sales tax to 5.75 percent on November 1, 2017
- \$24.4 billion by increasing gasoline excise tax 12 cents on November 1, 2017
- \$16.3 billion from an annual transportation improvement fee based on a vehicle's value starting January 1, 2018
- \$200 million from an annual \$100 Zero Emission Vehicle fee starting July 1, 2020

Arnold and Associates will be available by phone to present the report and answer questions.



Michael J. Arnold & Associates
Legislative Advocates and Consultants

Hollywood Burbank Airport
Legislative Status Report 5/8/2017

AB 1

Frazier D

Transportation funding.

Text Version:

Introduced: 12/5/2016

Position: Watch

Status:

Text

1/19/2017-Referred to Coms. on TRANS. and NAT. RES.

(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.012 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.

An act to amend Sections 13975, 14500, 14526.5, and 16965 of, to add Sections 14033, 14526.7, and 16321 to, to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of, and to repeal Section 14534.1 of, the Government Code, to amend Section 39719 of the Health and Safety Code, to amend Section 21080.37 of, and to add Division 13.6 (commencing with Section 21200) to, the Public Resources Code, to amend Section 99312.1 of, and to add Section 99314.9 to, the Public Utilities Code, to amend Sections 6051.8, 6201.8, 7360, 8352.4, 8352.5, 8352.6, and 60050 of the Revenue and Taxation Code, to amend Sections 183.1, 2192, 2192.1, and 2192.2 of, to add Sections 820.1, 2103.1, and 2192.4 to, and to add Chapter 2 (commencing with Section 2030) to Division 3 of, the Streets and Highways Code, and to add Sections 9250.3, 9250.6, and 9400.5 to the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

AB 2

Obernolte R

Hate crimes: peace officers.

Text Version:

Amended: 2/28/2017

Position: Watch

Status:

Text

4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 4/28/2017)(May be acted upon Jan 2018)

Existing law prohibits committing a battery upon another person. Violation of this prohibition is punishable as a misdemeanor or felony, depending on the extent of injury. Under existing law, there is a penalty enhancement for a battery committed against a peace officer who is engaged in the performance of his or her duties. This bill would make any criminal act, except the crime of resisting, delaying, or obstructing an officer, committed in whole or in part because of the victim's status as a peace officer, as defined, a hate crime. This bill contains other related provisions and other existing laws.

An act to add Section 422.555 to the Penal Code, relating to hate crimes.

AB 66

Patterson R

High-Speed Rail Authority: reports.

Text Version:

Introduced: 12/13/2016

Position: Watch

Status:

Text

4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017)(May be acted upon Jan 2018)

Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on a biennial basis, to prepare a

business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.

An act to amend Section 185033 of, and to add Section 185033.6 to, the Public Utilities Code, relating to high-speed rail.

AB 151

Burke D

California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.

Text Version:

Amended: 5/2/2017

Position: Watch

Status:

~~Text~~
5/3/2017-Re-referred to Com. on APPR.

(1)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 to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill contains other related provisions and other existing laws.

An act to amend Sections 38561 and 38566 of, to add Section 38572 to, and to add and repeal Section 38568 of, the Health and Safety Code, relating to greenhouse gases.

AB 184

Berman D

Sea level rise planning: database.

Text Version:

Introduced: 1/19/2017

Position: Watch

Status:

~~Text~~
4/27/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Existing law requires the Natural Resources Agency, in collaboration with the Ocean Protection Council, to create, update biannually, and post on an Internet Web site a Planning for Sea Level Rise Database describing steps being taken throughout the state to prepare for, and adapt to, sea level rise. Existing law further requires that various public agencies and private entities provide to the agency, on a biannual basis, sea level rise planning information, as defined, that is under the control or jurisdiction of the public agencies or private entities, and requires the agency to determine the information necessary for inclusion in the database, as prescribed. Existing law repeals these provisions on January 1, 2018. This bill would eliminate the January 1, 2018, repeal date of those provisions.

An act to repeal Section 30968 of the Public Resources Code, relating to sea level rise.

AB 215

Rodriguez D

Los Angeles-Pasadena Foothill Extension Gold Line light rail project: San Bernardino County Transportation Authority.

Text Version:

Amended: 2/28/2017

Position: Watch

Status:

~~Text~~
3/1/2017-Re-referred to Com. on TRANS.

Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and identifies the City of Montclair, which is in the County of Bernardino, as an "extension city." This bill would appropriate \$30,000,000 from the General Fund to the San Bernardino County Transportation Authority for the purpose of funding the project extension to the City of Montclair.

An act relating to transportation, and making an appropriation therefor.

AB 218

Bonta D

Local agencies: airports: customer facility charges.

Text Version:

Amended: 3/20/2017

Position: Watch

Status:

~~Text~~
3/30/2017-Read third time. Passed. Ordered to the Senate. (Ayes 74. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Existing law authorizes airports to require rental car companies to collect a customer facility charge under specified circumstances for purposes that include financing, designing, and constructing airport vehicle rental facilities and common-use transportation systems. Existing law specifies that the authorization for an airport to impose a customer facility charge becomes inoperative when the bonds used for financing are paid. Existing law, if a bond or other form of indebtedness is not used for financing or if a bond or other form of indebtedness used for financing has been paid, authorizes the Oakland International

An act to amend, repeal, and add Sections 50474.21 and 50474.3 of the Government Code, relating to local government.

<u>Garcia, Cristina D</u>	Public health: childhood lead poisoning: Lead Advisory Taskforce.	
Text Version:	Amended: 3/28/2017	Position: Watch
Status:	<u>Text</u> 4/5/2017-In committee: Set, first hearing. Referred to suspense file.	

An act to add and repeal Section 124166 of the Health and Safety Code, relating to lead poisoning.

An act to amend Section 40447.5 of the Health and Safety Code, relating to vehicular air pollution.

Status: ^{Text} 4/27/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires moneys from the fund to be allocated for the purpose of reducing greenhouse gas emissions in this state and satisfying other purposes. Existing law authorizes specified investments, including land and natural resource conservation and management, if the investment furthers the regulatory purposes of the act and is consistent with law. This bill would authorize the use of the moneys in the fund for the reuse of dredged material for wetland restoration projects, as specified, if the investment furthers the regulatory purposes of the act and is consistent with law.

An act to amend Section 39712 of the Health and Safety Code, relating to greenhouse gases.

AB 398

Garcia, Eduardo D **Air pollution.**

Text Version: Amended: 4/17/2017 Position: Watch

Status: ^{Text} 4/18/2017-Re-referred to Com. on APPR.

Existing law establishes the State Air Resources Board, air quality management districts, and air pollution control districts to address the emissions of air pollution. Existing law designates the air districts with the primary responsibility for the control of air pollution from sources other than mobile sources. Existing law designated the state board with the primary responsibility for the control of air pollution from mobile sources. This bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner. This bill contains other related provisions and other existing laws.

An act to amend Section 39720 of, and to add Sections 39518 and 39619.10 to, the Health and Safety Code, relating to air pollution.

AB 421

Santiago D **Hazardous substances: liability: responsible parties.**

Text Version: Introduced: 2/9/2017 Position: Watch

Status: ^{Text} 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/5/2017)(May be acted upon Jan 2018)

Existing law, the Carpenter-Presley-Tanner Hazardous Substance Account Act, imposes liability for hazardous substance removal or remedial actions. Existing law provides that a cost incurred by the Department of Toxic Substances Control or regional board in carrying out or overseeing a response or a corrective action under the act or under the hazardous waste control laws is recoverable pursuant to state or federal law by the Attorney General, upon the request of the department or regional board, from the liable person or persons. The act defines "responsible party" and "liable person" for its purposes to mean those persons described in a specified provision of the federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980, which includes persons who are, in specified ways, responsible for the disposal of hazardous substances. This bill would require that, for purposes of that definition, for a cause of action that accrued on or after January 1, 1982, "disposal," as it is used in that federal provision, includes emissions into the air.

An act to amend Section 25323.5 of the Health and Safety Code, relating to hazardous substances.

AB 450

Chiu D **Employment regulation: immigration worksite enforcement actions.**

Text Version: Amended: 4/27/2017 Position: Watch

Status: ^{Text} 5/1/2017-Re-referred to Com. on APPR.

Existing law prohibits an employer or other person or entity from engaging in, or to directing another person or entity to engage in, unfair immigration-related practices against a person for exercising specified rights. Existing law defines unfair immigration-related practices for these purposes. Existing law grants the Labor Commissioner access to places of labor and authorizes the commissioner to conduct investigations and prosecute actions in relation to the prescribed duties of the office. This bill would impose various requirements on public and private employers with regard to federal immigration agency immigration worksite enforcement actions. Except as otherwise provided by federal law, the bill would prohibit an employer from providing a federal immigration enforcement agent access to a place of labor without a properly executed warrant and would prohibit an employer from providing voluntary access to a federal government immigration enforcement agent to the employer's employee records without a subpoena. The bill would require an employer to provide an employee, and the employee's representative, a written notice containing specified information, in the language the employer normally uses to communicate employment information, of an immigration worksite enforcement action to be conducted by a federal immigration agency at the employer's worksite,

unless prohibited by federal law. The bill would require an employer to provide to an affected employee, and to the employee's representative, a copy of the written federal immigration agency notice describing the results of an immigration worksite enforcement audit or inspection and written notice of the obligations of the employer and the affected employee arising from the action, as specified. The bill would prescribe penalties for failure to satisfy requirements and prohibitions of not less than \$10,000, and not more than \$25,000, for each violation, to be recoverable by the Labor Commissioner. This bill contains other related provisions.

An act to add Sections 90.1, 90.2, 90.25, 90.8, 90.9, 98.85, and 1019.2 to the Labor Code, relating to employment regulation.

AB 483

Bocanegra D

Airports: pollution.

Text Version:

Amended: 4/18/2017

Position: Watch

Text

Status:

4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.S. & T.M. on 4/3/2017)(May be acted upon Jan 2018)

Under existing law, the Department of Toxic Substances Control generally regulates, among other things, the management and handling of hazardous waste and hazardous materials. Existing law requires a facility handling hazardous waste to obtain a hazardous waste facilities permit from the department and authorizes the department to enforce the requirements of the hazardous waste control laws through various means, including conducting inspections, issuing orders requiring that violations be corrected, and imposing administrative penalties, as specified. This bill would require the department and the state board to conduct or require to be conducted specified tests of the soil and air quality at general aviation noncommercial airports that meet specified criteria. The bill would require the state board to coordinate the air quality testing with air districts. The bill would require the department, no later than July 1, 2019, to submit a specified report to the Legislature and post that report on its Internet Web site. The bill would require the state board and the appropriate air district to compile and post a specified annual report on their Internet Web sites. By adding to the duties of air districts, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

An act to add Article 11.3 (commencing with Section 25230) to Chapter 6.5 of Division 20 of, and to add Chapter 10 (commencing with Section 39950) to Part 2 of Division 26 of, the Health and Safety Code, relating to airports.

AB 496

Fong R

Transportation funding.

Text Version:

Amended: 2/28/2017

Position: Watch

Text

Status:

3/1/2017-Re-referred to Com. on TRANS.

(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws.

An act to amend Sections 13975, 14500, 14526.5, 16773, and 16965.1 of, to add Sections 14526.7 and 16321 to, to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of, and to repeal Sections 14534.1, 16965, and 63048.67 of, the Government Code, to amend Sections 39719 and 44060.5 of the Health and Safety Code, to amend Section 21099 of, and to add Section 21080.36 to, the Public Resources Code, to amend Sections 6051.8, 6201.8, 8352.4, 8352.5, 8352.6, and 13152 of, and to add Sections 6051.9 and 6201.9 to, the Revenue and Taxation Code, to amend Sections 143, 183.1, 2103, 2192, and 2192.2 of, and to add Chapter 2 (commencing with Section 2030) to Division 3 of, the Streets and Highways Code, to amend Sections 9250.1, 9400.1, and 42205 of, to add Section 42278 to, and to repeal Section 9400.4 of, the Vehicle Code, and to repeal Item 2740-011-0044 of Section 2.00 of the Budget Act of 2016, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

AB 527

Caballero D

Pest control aircraft pilot's certificate: unmanned aircraft.

Text Version:

Amended: 4/25/2017

Position: Watch

Text

Status:

5/4/2017-Read second time. Ordered to third reading.

Calendar:

5/8/2017 #75 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

Existing law makes it unlawful for any person to operate an aircraft in pest control unless the pilot operating the aircraft holds a valid pest control aircraft pilot's certificate issued by the Director of Pesticide Regulation and an appropriate and valid commercial pilot's certificate and a current appropriate medical certificate issued by the Federal Aviation Administration. Existing

law requires each pest control aircraft pilot's certificate to designate the pilot's status as a journeyman or apprentice, and requires an applicant for a pest control aircraft pilot's certificate to pass an examination as a condition of licensure. Existing law also makes it unlawful for any person to act as a pest control aircraft pilot in any county without first registering with the appropriate county agricultural commissioner. A violation of the provisions regulating pest control or regulations adopted pursuant to those provisions is a misdemeanor. This bill would also make it unlawful for a person to operate an unmanned aircraft in pest control unless the pilot operating the unmanned aircraft holds a valid pest control aircraft pilot's certificate issued by the director and is certified or otherwise authorized by the Federal Aviation Administration to operate an unmanned aircraft system approved by the Federal Aviation Administration to conduct pest control operations. The bill would also make conforming changes relating to the certificate for an unmanned aircraft operator. To the extent the bill would impose additional duties on county agricultural commissioners and because the bill would create a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

An act to amend Sections 11901, 11902, 11905, and 11910 of the Food and Agricultural Code, relating to pest control operations.

AB 758

Eggman D

Transportation: Tri-Valley-San Joaquin Valley Regional Rail Authority.

Text Version:

Amended: 4/18/2017

Position: Watch

Text

Status:

5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Existing law provides for the creation of statewide and local transportation agencies, which may be established as joint powers authorities or established expressly by statute. Existing law establishes the Bay Area Rapid Transit District, which is authorized to acquire, construct, own, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all other facilities necessary or convenient for rapid transit service. This bill would establish the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning and developing a cost-effective and responsive connection between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley, that meets the goals and objectives of the community. The bill would require the authority's governing board to be composed of 14 representatives. The bill would This bill contains other related provisions and other existing laws.

An act to add Chapter 8 (commencing with Section 132651) to Division 12.7 of the Public Utilities Code, relating to transportation.

AB 883

Dahle R

Emergency services: Governor: powers.

Text Version:

Amended: 3/23/2017

Position: Watch

Text

Status:

4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/23/2017)(May be acted upon Jan 2018)

The California Emergency Services Act requires the Governor to coordinate the State Emergency Plan and any programs necessary for the mitigation of the effects of an emergency in this state, as specified, and authorizes the Governor to take certain actions, including providing for use of public airports, in accordance with the State Emergency Plan and programs for the mitigation of the effects of an emergency in this state. This bill would additionally authorize the Governor to provide for the use of aviation coordination in accordance with the State Emergency Plan and programs for the mitigation of the effects of an emergency in this state.

An act to amend Section 8570 of the Government Code, relating to emergency services.

AB 891

Garcia, Eduardo D

California Communities Environmental Health Screening.

Text Version:

Amended: 3/15/2017

Position: Watch

Text

Status:

4/5/2017-In committee: Set, first hearing. Referred to suspense file.

Existing law requires the California Environmental Protection Agency to identify disadvantaged communities as part of a 3-year investment plan developed by the Department of Finance for the moneys collected by the State Air Resources Board resulting from a market-based compliance mechanism relative to greenhouse gas emissions. Existing law requires the Office of Environmental Health Hazard Assessment to update the California Communities Environmental Health Screening tool, developed by the agency and the office for the purposes of identifying those disadvantaged communities. Existing law requires the office to report to the Legislature on air quality, water quality, and toxic release and hazardous waste site data necessary for updating the indicators in the tool for communities located in the California-Mexico border region, and to include that data in the next update of the tool if it is of sufficient quality and available for those communities. This bill would require the State Air Resources Board, in partnership with the office, to include one year of data from certain local air monitoring studies, including data on particulate matter with a diameter of 2.5 micrometers or less, ozone, and diesel particulate matter. The bill would require funds to be allocated, upon appropriation by the Legislature, to the board and the office to support the continued collection of this data. The bill would require the board to add air monitoring stations at additional locations in the California-Mexico border region in both the County of San Diego and the County of Imperial, as specified, and, on or before January 1, 2019, to submit a report to the Legislature detailing the methods used to account for cross-border pollution, any barriers to collecting that data, and future plans for collecting that data.

An act to amend Section 71090 of the Public Resources Code, relating to environmental justice.

AB 1023

Brough R

Ronald Reagan Day: state holiday.

Text Version:

Amended: 3/28/2017

Position: Watch

Status:

Text

4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E., R. & S.S. on 3/27/2017)(May be acted upon Jan 2018)

Existing law designates specific days as holidays in this state. Existing law entitles state employees, with specified exceptions, to be given time off with pay for specified holidays. This bill would recognize February 6, known as "Ronald Reagan Day," as a state holiday. The bill would authorize any state employee, as defined, consistent with departmental operational needs and collective bargaining agreements, as applicable, to elect to receive "Ronald Reagan Day," as a holiday in lieu of receiving any other specified holidays.

An act to amend Sections 6700, 19853, and 19853.1 of the Government Code, relating to state government.

AB 1034

Chau D

Government interruption of communications.

Text Version:

Introduced: 2/16/2017

Position: Watch

Status:

Text

4/18/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (April 18). Re-referred to Com. on APPR.

Existing law authorizes a supervising law enforcement official with probable cause to believe that a person is holding hostages and is committing a crime, or is barricaded and is resisting apprehension through the use or threatened use of force, to order a telephone corporation security employee to arrange to cut, reroute, or divert telephone lines for the purpose of preventing telephone communication by the suspected person with any person other than a peace officer or person authorized by a peace officer. Existing law, until January 1, 2020, prohibits a governmental entity and a provider of communications service acting at the request of a governmental entity, from interrupting communications service for the purpose of protecting public safety or preventing the use of communications service for an illegal purpose, except pursuant to an order signed by a judicial officer, as specified. Existing law allows the order to authorize an interruption of communications service only for as long as is reasonably necessary, requires that the interruption cease once the danger that justified the interruption is abated, and requires the order to specify a process to immediately serve notice on the communications service provider to cease the interruption. Existing law authorizes interruption of a communications service without first obtaining a court order under extreme emergency situations, as specified. This bill would repeal all of those provisions. This bill would instead prohibit any government entity, or service provider acting at the request of a government entity, from interrupting a communication service either to prevent the communications service from being used for an illegal purpose or to protect public health, safety, or welfare. The bill would authorize a government entity to interrupt a communications service for either of those purposes in an extreme emergency situation, as specified, or if the interruption is authorized by a court order. The bill would require the application for a court order under its provisions to require specified information, and would authorize the court to grant the order if specified conditions are met, including, among other things, there is probable cause that the communication is being or will be used for an unlawful purpose and that absent immediate and summary action to interrupt the communication service, serious, direct, and immediate danger to public health, safety, or welfare will result. The bill would require the order to contain specified information, including a statement of the duration of the authorized interruption. This bill contains other related provisions and other existing laws.

An act to add Article 7 (commencing with Section 11470) to Chapter 3 of Title 1 of Part 4 of the Penal Code, and to repeal Sections 7907 and 7908 of the Public Utilities Code, relating to criminal procedure.

AB 1069

Low D

Local government: taxicab transportation services.

Text Version:

Amended: 4/18/2017

Position: Seek Amendments

Status:

Text

4/27/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (April 26). Re-referred to Com. on APPR.

Existing law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each city or county to provide for a policy for entry into the business of providing taxicab transportation service, the establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers, as specified. Existing law also authorizes a city or county to levy a charge on a taxicab transportation service that is sufficient to pay for the costs of carrying out the ordinance or resolution adopted by the city or county in regards to taxicab transportation services. This bill would repeal the above requirements and authorization for a city and instead apply those provisions only to a county. The bill would authorize a county to enter into an agreement with the most populated city that regulates taxicabs, as specified, within the county's jurisdiction to perform the responsibilities of the county on the county's behalf. The bill would require a county to provide, in its policy for entry into the business of providing taxicab transportation service, that the taxicab driver pass a criminal background check using a live scan fingerprint provider with monitoring. The bill would also repeal the requirement that a county, when regulating a taxicab company, provide for the establishment of rates for the provision of taxicab company, and would, instead, prohibit a county from limiting or prohibiting a licensed taxicab transportation service from setting fares or charging a flat rate. The bill also would require that a county ensure

that any charge imposed on a taxicab transportation service does not exceed the reasonable regulatory costs of administering and enforcing the program. The bill would authorize a city or county to adopt an ordinance, resolution, or charter provision to regulate the access to airports by taxicabs. The bill would authorize a licensed taxicab company to use any device or technology approved by the state to calculate fares. The bill would require a licensed taxicab company to disclose fares, fees, or rates to a potential customer before the customer accepts the ride, and to post rates for walkup rides and street hails. The bill would require a city or county to issue an inspection sticker to a taxicab that complies with specified requirements, and to issue a photo permit to a taxi driver that complies with specified requirements. The bill would authorize a county to accept a taxi permit issued by another county as valid, and to issue that taxicab an inspection sticker or photo permit to operate within that county. The bill would define the terms "licensed taxicab company" and "licensed taxicab driver" for these purposes. The bill would make it unlawful to operate a taxicab without a valid certificate, license, or permit and would make a violation punishable by a fine. By imposing new duties on local governments, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

An act to amend Section 53075.5 of the Government Code, relating to local government.

AB 1073 **Garcia, Eduardo D** **California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.**
Text Version: Introduced: 2/16/2017 Position: Watch
Status: Text
5/4/2017-Read second time. Ordered to Consent Calendar.
Calendar: 5/8/2017 #156 ASSEMBLY CONSENT CALENDAR 1ST DAY-ASSEMBLY BILLS

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill instead would require the state board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.

An act to amend Section 39719.2 of the Health and Safety Code, relating to greenhouse gases.

AB 1250 **Jones-Sawyer D** **Counties and cities: contracts for personal services.**
Text Version: Amended: 4/25/2017 Position: Watch
Status: Text
4/27/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (April 27). Re-referred to Com. on APPR.
Calendar: 5/10/2017 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GONZALEZ FLETCHER, Chair

Existing law authorizes the board of supervisors of a county to contract for special services on behalf of various public entities with persons who are specially trained, experienced, expert, and competent to perform the special services, as prescribed. These services include financial, economic, accounting, engineering, legal, and other specified services. Existing law also authorizes legislative bodies of cities to contract with any specially trained and experienced person, firm, or corporation for special services and advice in financial, economic, accounting, engineering, legal, or administrative matters. This bill would establish specific standards for the use of personal services contracts by counties and cities. Beginning January 1, 2018, the bill would allow a county or county agency, or a city or city agency, to contract for personal services currently or customarily performed by county employees, as applicable, when specified conditions are met. Among other things, the bill would require the county or city to clearly demonstrate that the proposed contract will result in actual overall costs savings to the county or city and also to show that the contract does not cause the displacement of county or city workers. The bill would require a contract entered into under these provisions to specify that it may be terminated upon material breach, if notice is provided, as specified. Additionally, the bill would require the county or city to provide an orientation to employees of the contractor who would perform services pursuant to the contract, among other conditions. The bill would require that the county or city conduct a cost-benefit analysis prior to entering into the contract and would require the prospective contractors to reimburse the cost of the analysis. The bill would also require the county or city to conduct an audit of the contract to determine whether cost savings have been realized and would require the contractor to reimburse the cost of the audit. The bill would impose additional disclosure requirements for contracts exceeding \$5,000,000 annually, would exempt certain types of contracts from its provisions, and would require each county or city to maintain on its Internet Web site a searchable database of all of its contracts exceeding \$5,000,000. By placing new duties on local government agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

An act to add Sections 31000.10, 31000.11, 37103.1, and 37103.2 to the Government Code, relating to local government.

AB 1259 **Calderon D** **Capital Access Loan Program: electric vehicles.**
Text Version: Amended: 4/27/2017 Position: Watch
Status: Text
5/1/2017-Re-referred to Com. on APPR.

The California Pollution Control Financing Authority Act establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. The authority oversees the Capital Access Loan Program for small businesses to assist small businesses in financing the costs of complying with environmental mandates and the remediation of contamination on their properties. This bill would expand the Capital Access Loan Program to include the purchase or lease of an electric vehicle by low- and middle-income consumers and families, as specified.

An act to add Section 44559.10 to the Health and Safety Code, relating to the Capital Access Loan Program.

AB 1286

Friedman D

Airports: alternative customer facility charges.

Text Version:

Amended: 4/6/2017

Position: Support

Status:

Text

4/20/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Existing law authorizes airports to require rental car companies to collect a customer facility charge or an alternative customer facility charge under specified circumstances for purposes that include financing, designing, and constructing airport vehicle rental facilities and common-use transportation systems. Existing law requires an airport to initiate the process for obtaining the authority to require or increase an alternative customer facility charge no later than January 1, 2018. This bill would extend that date to January 1, 2025.

An act to amend Section 50474.3 of the Government Code, relating to local government.

AB 1333

Dababneh D

Political Reform Act of 1974: local government agency notices.

Text Version:

Introduced: 2/17/2017

Position: Watch

Status:

Text

5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Existing law, whenever an ordinance is required to be submitted to the voters of a county, city, or district at an election, requires the elections official to cause the ordinance to be printed and requires a copy of the ordinance to be made available to any voter upon request. This bill would require every local government agency that maintains an Internet Web site to prominently post on its Internet Web site, as specified, a notice of any upcoming election in which voters will vote on a tax measure or proposed bond issuance of the agency. The bill would also require every local government agency that publishes an electronic newsletter to include the notice in the electronic newsletter. By imposing new duties on local government agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

An act to add Chapter 4.7 (commencing with Section 84700) to Title 9 of the Government Code, relating to the Political Reform Act of 1974.

AB 1418

O'Donnell D

City prosecutors.

Text Version:

Amended: 3/28/2017

Position: Watch

Status:

Text

4/25/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 25). Re-referred to Com. on APPR.

Calendar:

5/10/2017 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GONZALEZ FLETCHER, Chair

(1)Existing law authorizes the charter of any city to establish the office of city prosecutor with specified powers and duties. This bill contains other existing laws.

An act to amend Sections 373a, 1424, and 11105 of the Penal Code, and to amend Sections 1807.5, 1808.4, and 1810.5 of the Vehicle Code, relating to city prosecutors.

AB 1454

Bloom D

Transportation projects: lease agreements.

Text Version:

Amended: 5/1/2017

Position: Watch

Status:

Text

5/4/2017-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Existing law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Existing law prohibits lease agreements under these provisions on or after January 1, 2017. This bill would state the intent of the Legislature to reestablish the authority under state law to engage in public-private partnerships for projects on the state highway system with appropriate public interest and safety protections.

An act relating to transportation.

AB 1455**Bocanegra D****The California Public Records Act: exemptions.**

Text Version:

Amended: 3/21/2017

Position: Watch

Text

Status:

5/3/2017-Read second time. Ordered to third reading.

Calendar:

5/8/2017 #59 ASSEMBLY THIRD READING FILE - ASSEMBLY BILLS

Existing law, 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 exempts from disclosure specific records of state agencies related to activities governed by the Dills Act, the State Excluded Employees Bill of Rights, and the Higher Education Employer-Employee Relations Act. This bill would also exempt from disclosure specific records of local agencies related to activities governed by the Meyers-Milias-Brown Act. The California Constitution requires local agencies, for the purpose of ensuring public access to the meetings of public bodies and the writings of public officials and agencies, to comply with a statutory enactment that amends or enacts laws relating to public records or open meetings and contains findings demonstrating that the enactment furthers the constitutional requirements relating to this purpose. This bill would make legislative findings to that effect. Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest. This bill would make legislative findings to that effect.

An act to amend Section 6254 of the Government Code, relating to public records.

AB 1479**Bonta D****Public records: custodian of records: civil penalties.**

Text Version:

Amended: 4/27/2017

Position: Watch

Text

Status:

5/1/2017-Re-referred to Com. on APPR.

Calendar:

5/10/2017 9 a.m. - State Capitol, Room 4202 ASSEMBLY APPROPRIATIONS, GONZALEZ FLETCHER, Chair

Existing law, the California Public Records Act, requires a public agency, defined to mean any state or local agency, to make its public records available for public inspection and to make copies available upon request and payment of a fee, unless the public records are exempt from disclosure. Existing law requires an agency to justify withholding a record from disclosure by demonstrating either that the record in question is exempt under express provisions of law or that on the facts of the particular case the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record. Existing law requires specified state and local agencies to establish written guidelines for accessibility of records. Existing law authorizes a person to institute proceedings for injunctive or declarative relief or writ of mandate in any court of competent jurisdiction to enforce his or her right to inspect or to receive a copy of any public record or class of public records under these provisions. This bill would require public agencies to designate a person or office to act as the agency's custodian of records who is responsible for responding to any request made pursuant to the California Public Records Act and any inquiry from the public about a decision by the agency to deny a request for records. The bill also would make other conforming changes. Because the bill would require local agencies to perform additional duties, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

An act to amend Sections 6255 and 6259 of the Government Code, relating to public records.

AB 1581**Obernolte R****Charter-party carriers: transportation of passengers for compensation.**

Text Version:

Introduced: 2/17/2017

Position: Watch

Text

Status:

2/19/2017-From printer. May be heard in committee March 21.

The Passenger Charter-party Carriers' Act provides for the regulation of motor carriers operating as charter-party carriers of passengers by the Public Utilities Commission. Existing law defines a charter-party carrier of passengers, subject to certain exceptions, to mean every person engaged in the transportation of persons by motor vehicle for compensation, whether in common or contract carriage, over any public highway. Existing law states the purpose of these provisions. This bill would make nonsubstantive changes to these provisions.

An act to amend Section 5352 of the Public Utilities Code, relating to transportation.

AB 1630**Bloom D****Transportation: wildlife movement and barriers to passage.**

Text Version:

Amended: 4/17/2017

Position: Watch

Text

Status:

4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017)(May be acted upon Jan 2018)

Existing law requires the Department of Fish and Wildlife to administer the Significant Natural Areas Program, and requires the department, among other things, to develop and maintain a spatial data system that identifies those areas in the state that are most essential for maintaining habitat connectivity, including wildlife corridors and habitat linkages. Existing law requires the department, contingent upon the provision of certain funding, to investigate, study, and identify those areas in the state that are most essential as wildlife corridors and habitat linkages and prioritize vegetative data development in those areas. Existing law

requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Existing law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure. The bill would require, on or before January 1, 2019, the Department of Fish and Wildlife, in coordination with the Department of Transportation and the Transportation Agency, to update the California Essential Habitat Connectivity Project and create a formal avenue for scientific data on wildlife movements gathered by universities, nonprofit corporations, public agencies, and independent biologists to be submitted to these departments and the agency, as specified. This bill contains other related provisions.

An act to add Chapter 13 (commencing with Section 1950) to Division 2 of the Fish and Game Code, relating to transportation planning.

AB 1658

Frazier D

State agencies: accountability.

Text Version:

Amended: 3/21/2017

Position: Watch

Status:

Text

4/26/2017-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 26). Re-referred to Com. on APPR.

Existing law establishes within state government eight agencies. Existing law requires each agency to be under the supervision of an executive officer known as the secretary. Existing law requires the secretary of each agency to review the operations and evaluate the performance at appropriate intervals of each department, office, or other unit of that agency, and to seek continually to improve the organization structure, operating policies, and management information systems of each department, office, or other unit. This bill would require the secretary of each agency, by January 1, 2019, and every year thereafter, to review all programs that were created or expanded either by statute or regulation in the previous year that a department, office, or unit of that agency is responsible for administering. The bill would require the secretary to establish metrics to determine the success of that program, and to continuously evaluate the performance of that program. The bill would require the secretary to publish on his or her Internet Web site, and the Internet Web site of the relevant department, office, or unit responsible for administering the program, an accountability report that includes specified information.

An act to add Section 12850.10 to the Government Code, relating to state government.

SB 1

Beall D

Transportation funding.

Text Version:

Chaptered: 4/30/2017

Position: Watch

Status:

Text

4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 5, Statutes of 2017.

(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, 50% of a \$0.20 per gallon increase in the diesel excise tax, with an inflation adjustment, as provided, a portion of a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, as provided, and a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later, with an inflation adjustment, as provided. The bill would provide that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, and the zero-emission vehicle registration fee takes effect on July 1, 2020. This bill contains other related provisions and other existing laws.

An act to amend Section 14526.5 of, to add Sections 14033, 14110, 14526.7, 14556.41, and 16321 to, to add Chapter 5 (commencing with Section 14460) to Part 5 of Division 3 of Title 2 of, to repeal Sections 63048.66, 63048.67, 63048.7, 63048.75, 63048.8, and 63048.85 of, and to repeal and add Section 63048.65 of, the Government Code, to add Section 43021 to the Health and Safety Code, to amend Section 99312.1 of, and to add Sections 99312.3, 99312.4, and 99314.9 to, the Public Utilities Code, to amend Sections 6051.8, 6201.8, 7360, 8352.4, 8352.5, 8352.6, and 60050 of, to add Sections 7361.2, 7653.2, 60050.2, and 60201.4 to, and to add Chapter 6 (commencing with Section 11050) to Part 5 of Division 2 of, the Revenue and Taxation Code, to amend Sections 2104, 2105, 2106, and 2107 of, to add Sections 2103.1 and 2192.4 to, to add Article 2.5 (commencing with Section 800) to Chapter 4 of Division 1 of, and to add Chapter 2 (commencing with Section 2030) and

Chapter 8.5 (commencing with Section 2390) to Division 3 of, the Streets and Highways Code, and to amend Section 4156 of, and to add Sections 4000.15 and 9250.6 to, the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

SB 4

Mendoza D

Goods movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act.

Text Version:

Amended: 4/26/2017

Position: Watch

[Text](#)

Status: 5/4/2017-Set for hearing May 15.

Calendar: 5/15/2017 9 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

(1)The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. Proposition 1B also provided for the allocation of \$1 billion in bond funds to the State Air Resources Board for emission reductions, not otherwise required by law or regulation, from activities related to the movement of freight along California's trade corridors, which was allocated by the state board pursuant to the Goods Movement Emission Reduction Program. This bill, subject to voter approval at the June 5, 2018, statewide primary election, would enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter. This bill contains other related provisions and other existing laws.

An act to add Chapter 12.495 (commencing with Section 8879.80) to Division 1 of Title 2 of the Government Code, and to amend Section 2192 of the Streets and Highways Code, relating to goods movement, by providing the funds necessary therefor through an election for the issuance and sale of bonds of the State of California and for the handling and disposition of those funds.

SB 21

Hill D

Law enforcement agencies: surveillance: policies.

Text Version:

Amended: 5/3/2017

Position: Watch

[Text](#)

Status: 5/3/2017-Read second time and amended. Re-referred to Com. on APPR.

Calendar: 5/15/2017 9 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each public agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the public agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. The bill would require that the public agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would prohibit a public agency from selling, sharing, or transferring information gathered by surveillance technology, except to another public agency, as permitted by law and the terms of the Surveillance Use Policy. The bill would provide specified penalties, in addition to any other remedies under law, for violations of these provisions, including punitive damages, attorney's fees, and injunctive relief. The bill would authorize an agency to temporarily use surveillance technology during exigent circumstances, as specified, without meeting the requirements of these provisions, provided that, among other things, the agency submits a specified report to its governing body within 45 days of the end of the exigent circumstances. This bill contains other related provisions and other existing laws.

An act to add Chapter 15 (commencing with Section 54999.8) to Part 1 of Division 2 of Title 5 of the Government Code, relating to law enforcement agencies.

SB 31

Lara D

California Religious Freedom Act: state agencies: disclosure of religious affiliation information.

Text Version:

Amended: 3/27/2017

Position: Watch

[Text](#)

Status: 4/4/2017-In Assembly. Read first time. Held at Desk.

Existing law prohibits a state agency from including a question regarding an applicant's race, sex, marital status, or religion in any application form for employment. This bill would prohibit a state or local agency or a public employee acting under color of law from providing or disclosing to the federal government personal information regarding a person's religious beliefs, practices, or affiliation, as specified, when the information is sought for compiling a database of individuals based on religious belief, practice, or affiliation, national origin, or ethnicity for law enforcement or immigration purposes. The bill would also prohibit a state agency from using agency resources to assist with any government program compiling such a database, or

from making state databases available in connection with an investigation or enforcement under such a program. The bill would prohibit state and local law enforcement agencies and their employees from collecting personal information on the religious beliefs, practices, or affiliation of any individual, except as part of a targeted investigation, as provided, or where necessary to provide religious accommodations. The bill would also prohibit law enforcement agencies from using agency or department moneys, facilities, property, equipment, or personnel to investigate, enforce, or assist in the investigation or enforcement of any criminal, civil, or administrative violation, or warrant for a violation, of any requirement that individuals register with the federal government or any federal agency based on religion, national origin, or ethnicity. The bill would also terminate, to the extent of any conflict, any existing agreements that make any agency or department information or database available in conflict with these provisions. This bill contains other related provisions.

An act to add Section 8310.3 to the Government Code, relating to state government, and declaring the urgency thereof to take effect immediately.

SB 49 **De León D** **California Environmental, Public Health, and Workers Defense Act of 2017.**
Text Version: Amended: 2/22/2017 Position: Watch
Status: ^{Text} 5/4/2017-Set for hearing May 15.
Calendar: 5/15/2017 9 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

(1)The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate. Existing state law regulates the discharge of air pollutants into the atmosphere. The Porter-Cologne Water Quality Control Act regulates the discharge of pollutants into the waters of the state. The California Safe Drinking Water Act establishes standards for drinking water and regulates drinking water systems. The California Endangered Species Act requires the Fish and Game Commission to establish a list of endangered species and a list of threatened species and generally prohibits the taking of those species. The Protect California Air Act of 2003 prohibits air quality management districts and air pollution control districts from amending or revising their new source review rules or regulations to be less stringent than those rules or regulations that existed on December 30, 2002, except under certain circumstances. That act requires the state board to provide on its Internet Web site, and in writing for purchase by the public, a copy of the federal new source review regulations as they read on December 30, 2002, and a related document. This bill would prohibit state or local agencies from amending or revising their rules and regulations implementing the above state laws to be less stringent than the baseline federal standards, as defined, and would require specified agencies to take prescribed actions to maintain and enforce certain requirements and standards pertaining to air, water, and protected species. The bill would make conforming changes to the Protect California Air Act of 2003. By imposing new duties on local agencies, this bill would impose a state-mandated local program.(2)Existing law provides for the enforcement of laws regulating the discharge of pollutants into the atmosphere and waters of the state. Existing law provides for the enforcement of drinking water standards. Existing law provides for the enforcement of the California Endangered Species Act. This bill would authorize a person acting in the public interest to bring an action to enforce certain standards and requirements implementing the above-mentioned state laws if specified conditions are satisfied. The bill would make the operation of this authorization contingent on the occurrence of certain events.(3)Existing federal law generally establishes standards for workers' rights and worker safety. Existing state law generally establishes standards for workers' rights and worker safety. This bill would prohibit a state agency that implements those laws from amending or revising its rules and regulations in a manner that is less stringent in its protection of workers' rights or worker safety than standards established by federal law in existence as of January 1, 2016.(4)Existing law authorizes a person to petition a court for the issuance of a writ of mandate to a public agency to compel the performance of an action required by law or to review a decision of the public agency. This bill would expressly authorize a person to petition a court for a writ of mandate to compel a state or local agency to perform an act required by, or to review a state or local agency's action for compliance with, this measure.(5)This bill would require state agencies, on a semi-annual basis, to report to the Legislature on compliance with the above requirements.(6)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason. With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

An act to add Title 24 (commencing with Section 120000) to the Government Code, and to amend Sections 42501, 42504, 42505, and 42506 of the Health and Safety Code, relating to state prerogative.

SB 54 **De León D** **Law enforcement: sharing data.**
Text Version: Amended: 3/29/2017 Position: Watch
Status: ^{Text} 4/4/2017-In Assembly. Read first time. Held at Desk.

Existing law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States

having charge of deportation matters. This bill would repeal those provisions. This bill contains other related provisions and other existing laws.

An act to add Chapter 17.25 (commencing with Section 7284) to Division 7 of Title 1 of the Government Code, to repeal Section 11369 of the Health and Safety Code, and to add Sections 3058.10 and 3058.11 to the Penal Code, relating to law enforcement.

SB 71

Wiener D

Electricity: solar energy systems.

Text Version:

Amended: 5/2/2017

Position: Watch

Status:

Text

5/2/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Calendar:

5/9/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair

Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to develop design guidelines for new construction that include energy conserving options, including, among other things, building envelope solar heat gain control mechanisms and alternative energy systems such as solar energy for space heating and water heating and load management strategies. Existing law requires the Energy Commission to initiate a public proceeding to study and make findings as to whether, and under what conditions, solar energy systems should be required on new residential and new nonresidential buildings. This bill would require the Energy Commission to consider requiring, and would authorize the Energy Commission to update the building efficiency standards to require, a rooftop solar energy generation system, appropriately sized to be cost effective, to be installed in the solar zone of those buildings, during the construction of those buildings, by January 1, 2020, for residential buildings and by January 1, 2023, for nonresidential buildings. This bill contains other existing laws.

An act to add the heading of Article 1 (commencing with Section 25406) to, and to add Article 2 (commencing with Section 25408) to, Chapter 5.1 of Division 15 of the Public Resources Code, relating to energy.

SB 182

Bradford D

Transportation network company: participating drivers: single business license.

Text Version:

Amended: 4/17/2017

Position: Watch

Status:

Text

5/4/2017-Set for hearing May 9.

Calendar:

5/9/2017 1:30 p.m. - Room 112 SENATE JUDICIARY, JACKSON, Chair

The Passenger Charter-party Carriers' Act authorizes the Public Utilities Commission to regulate charter-party carriers in California, including transportation network companies that provide prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers. This bill would prohibit any local jurisdiction, as defined, that requires a driver, as defined, to obtain a business license to operate as a driver for a transportation network company, from requiring that driver to obtain more than a single business license, as specified, regardless of the number of local jurisdictions in which the driver operates. The bill would authorize that driver to select the local jurisdiction of issuance of the required business license, if applicable. The bill would require each transportation network company to notify its drivers of the obligations set forth in these provisions. The bill would require that personal information submitted to a local jurisdiction for purposes of complying with or enforcing these licensing provisions not be disclosed publicly, including on a publicly accessible Internet Web site. This bill contains other existing laws.

An act to add Chapter 7 (commencing with Section 16550) to Part 1 of Division 7 of the Business and Professions Code, relating to business.

SB 224

Jackson D

California Environmental Quality Act: baseline conditions.

Text Version:

Amended: 4/5/2017

Position: Watch

Status:

Text

5/1/2017-May 1 hearing: Placed on APPR. suspense file.

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 requires the Office of Planning and Research to prepare and develop guidelines for the implementation of CEQA by public agencies. CEQA requires the office to transmit the proposed guidelines to the Secretary of the Natural Resources Agency and requires the secretary to certify and adopt the proposed guidelines. CEQA requires the office, at least once every 2 years, to review the guidelines and to recommend proposed changes or amendments to the guidelines. This bill would require the office, on or after January 1, 2018, at the time of the next review of the guidelines, to prepare, develop, and transmit to the secretary proposed changes or amendments to determine the baseline physical conditions by which a lead agency determines whether a project has a significant effect on the environment. The bill would require the office, in developing the recommendations to limit the consideration of modifications to the environment at the project site cause by certain actions. The bill would require the secretary to certify and adopt the recommended proposed

the California Highway Patrol, the Department of Corrections and Rehabilitation, the Department of Fish and Wildlife, the Department of Justice, the Commission on Peace Officer Standards and Training, and each local law enforcement agency to conspicuously post on their Internet Web sites all current standards, policies, practices, operating procedures, and education and training materials, to the extent required by the California Public Records Act. By imposing this requirement on local law enforcement agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

An act to add Title 4.7 (commencing with Section 13650) to Part 4 of the Penal Code, relating to law enforcement.

SB 347

Jackson D	State Remote Piloted Aircraft Act.	
Text Version:	Introduced: 2/14/2017	Position: Watch
	<u>Text</u>	
Status:	5/4/2017-Set for hearing May 15.	
Calendar:	5/15/2017 9 a.m. - John L. Burton Hearing Room (4203)	SENATE APPROPRIATIONS, LARA, Chair

(1)Existing federal law, the FAA Modernization and Reform Act of 2012, provides for the integration of civil unmanned aircraft systems, commonly known as drones, into the National Airspace System. Existing federal law generally requires an aircraft to be registered with the Federal Aviation Administration (FAA), prohibits a person from operating a United States registered aircraft unless that aircraft displays specified nationality and registration marks, and, unless authorized by the FAA, prohibits a person from placing on any aircraft a design, mark, or symbol that modifies or confuses those nationality and registration marks. This bill would enact the State Remote Piloted Aircraft Act. The bill would prohibit a person from operating a remote piloted aircraft in any number of specified manners and would require any person using, operating, or renting a remote piloted aircraft and every commercial operator of a remote piloted aircraft to maintain adequate liability insurance or proof of financial responsibility, as specified. The bill would authorize the department to adopt rules and regulations governing the conditions under which remote piloted aircraft may be operated for the purpose of protecting and ensuring the general public interest and safety and the safety of persons operating remote piloted aircraft. The bill would authorize the department to make and amend general or special rules, orders, and procedures, and establish minimum standards consistent with the act as it deems necessary, to administer the provisions of the act, as specified. The bill would provide that remedies provided by the act are cumulative with any other remedies available under law. The bill would provide that the provisions of the act are severable. The bill would make a violation of any provision of the act or any rule or order issued pursuant to the act punishable as an infraction with a fine not exceeding \$250, or as a misdemeanor punishable by imprisonment in a county jail not exceeding 6 months, or by a fine not exceeding \$1,000, or by both that fine and imprisonment. This bill contains other related provisions and other existing laws.

An act to amend Section 21012 of, and to add Part 1.5 (commencing with Section 21750) to Division 9 of, the Public Utilities Code, relating to aviation.

SB 423

Cannella R	Indemnity: design professionals.	
Text Version:	Amended: 3/21/2017	Position: Watch
	<u>Text</u>	
Status:	3/29/2017-Re-referred to Com. on JUD.	

Existing law provides, for all contracts, and amendments to contracts, entered into on or after January 1, 2007, with a public agency for design professional services, all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts, that purport to indemnify, including the cost to defend, the public agency by a design professional against liability for claims against the public agency, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. This bill would instead make these provisions applicable to all contracts for design professional services entered into by any person or public or private entity on or after January 1, 2018. This bill contains other existing laws.

An act to amend Section 2782.8 of the Civil Code, relating to indemnity.

SB 450

Hertzberg D	Public bodies: bonds: public notice.	
Text Version:	Amended: 3/22/2017	Position: Watch
	<u>Text</u>	
Status:	5/2/2017-Read second time. Ordered to third reading.	
Calendar:	5/8/2017 #33	SENATE SEN THIRD READING FILE - SEN BILLS

Existing law authorizes the governing body of a public body to authorize the issuance of bonds pursuant to a resolution, indenture, agreement, or other instrument providing for the issuance of bonds. This bill, prior to authorization of the issuance of certain bonds, would require the governing body of a public body to obtain and disclose specified information regarding the bonds in a meeting open to the public. The bill would require the information to be obtained as a good faith estimate from an underwriter, financial advisor, or private lender or from a third party borrower, as specified, if the public body issuing bonds is a conduit financing provided, as defined. This bill contains other related provisions and other existing laws.

An act to add Section 5852.1 to the Government Code, relating to bonds.

SB 498

Skinner D	Vehicle fleets: zero-emission vehicles.	
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changes or amendments.

An act to add Section 21083.02 to the Public Resources Code, relating to environmental quality.

SB 262

Wieckowski D

Climate change: climate adaptation: advisory council.

Text Version:

Introduced: 2/8/2017

Position: Watch

Text

Status: 4/20/2017-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members.

An act to amend Section 71358 of the Public Resources Code, relating to climate change.

SB 263

Leyva D

Climate Assistance Centers.

Text Version:

Amended: 5/3/2017

Position: Watch

Text

Status: 5/3/2017-Read second time and amended. Re-referred to Com. on APPR.

Calendar: 5/15/2017 9 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. Existing law requires the California Environmental Protection Agency to provide assistance in performing outreach to disadvantaged communities and assessing the environmental justice benefits of project awards. This bill would require the council, among other things, to establish no less than 10 regional climate assistance centers, as specified, and award competitive grants to eligible entities through an application process, as specified. The bill would require the climate assistance centers to provide to target user groups technical assistance in applying for moneys, provide to target user groups assistance and training in project management and implementation, and work with local organizations to formulate policies and programming that accomplish specified goals. The bill would authorize the council and climate assistance centers to solicit and accept nonstate money. The bill would require the council and the State Air Resources Board to make a specified report to the Legislature.

An act to add Part 5 (commencing with Section 75250) to Division 44 of the Public Resources Code, relating to greenhouse gases.

SB 275

Portantino D

Surplus residential property: State Route 710: property taxes: assessments.

Text Version:

Introduced: 2/9/2017

Position: Watch

Text

Status: 4/25/2017-Set for hearing May 10.

Calendar: 5/10/2017 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair

Existing law declares the intent of the Legislature to preserve, upgrade, and expand the supply of housing to persons and families of low or moderate income through the sale of specified surplus residential property owned by public agencies. Existing law establishes priorities and procedures that any state agency disposing of that surplus residential property is required to follow. This bill would require surplus residential property purchased at an affordable price pursuant to the procedures described above to be assessed at its affordable price for property tax purposes. The bill would also require surplus residential property purchased at a reasonable price pursuant to the procedures described above to be assessed at its reasonable price for property tax purposes. The bill would provide that these provisions only apply to surplus residential properties for State Route 710, in Los Angeles County. This bill contains other related provisions and other existing laws.

An act to add Section 54238.8 to the Government Code, relating to surplus residential property, to take effect immediately, tax levy.

SB 345

Bradford D

Law enforcement agencies: public records.

Text Version:

Amended: 5/2/2017

Position: Watch

Text

Status: 5/4/2017-Set for hearing May 15.

Calendar: 5/15/2017 9 a.m. - John L. Burton Hearing Room (4203) SENATE APPROPRIATIONS, LARA, Chair

Existing law establishes within the Department of Justice the Commission on Peace Officer Standards and Training and requires the commission to adopt rules establishing minimum standards regarding the recruitment and training of peace officers. This bill would, commencing January 1, 2019, require the Department of Alcoholic Beverage Control, the Department of

Text Version: Amended: 4/6/2017 Position: Watch
Status: ^{Text} 5/1/2017-May 1 hearing: Placed on APPR. suspense file.

(1)Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. The Charge Ahead California Initiative, administered by the state board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and increasing access for disadvantaged, low-income, and moderate-income communities and consumers to zero-emission and near-zero-emission vehicles. This bill would require the state board, in consultation with stakeholders, to review all programs affecting the adoption of zero-emission vehicles in the state and report to the Legislature no later than January 1, 2019, policy recommendations for increasing the use of zero-emission vehicles in the state, as specified. This bill contains other related provisions and other existing laws.

An act to add Section 43018.8 to the Health and Safety Code, and to add Section 25724 to the Public Resources Code, relating to vehicular air pollution.

SB 686

Wilk R **Public contracts: claim resolution.**
Text Version: Introduced: 2/17/2017 Position: Watch
Status: ^{Text} 3/9/2017-Referred to Com. on JUD.

Existing law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Existing law establishes, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project against a public entity. Existing law defines public entity to include, but not be limited to, a state agency, a department, the California State University, the University of California, a city, including a charter city, a county, including a charter city, and a city and county, including a charter city and county. Existing law defines a claim as a separate demand by the contractor for one or more of the following: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. In the case in which a claimant disputes the public entity's response or the public entity fails to respond, existing law requires a public entity to schedule a meet and confer conference for the settlement of the dispute. This bill would require the public entity to, instead, conduct the meet and confer conference within that some period. This bill contains other related provisions.

An act to amend Section 9204 of the Public Contract Code, relating to public contracts.

SCA 6

Wiener D **Local transportation measures: special taxes: voter approval.**
Text Version: Amended: 5/1/2017 Position: Watch
Status: ^{Text} 5/1/2017-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H. Set for hearing May 9.
Calendar: 5/9/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws.

A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to transportation.

Total Measures: 54
Total Tracking Forms: 54