



Board of Directors Meeting
South Bay Council of Governments
20285 S. Western Ave. #100
Torrance, CA 90501
Charles Gale, Chairman

1. Welcome Charles Gale, Chair
 - a. Flag Salute
2. Self-Introductions and Sign-In All Participants
3. Approval of Minutes John Heffernann, Secretary
4. Presentation
5. Government Affairs Report PEAR Strategies
 - a. AB 5 (Gonzalez-Fletcher) Employers: Opportunity to Work Act
 - b. AB 1745 (Ting) Vehicles: Clean Cars 2040 Act
 - c. AB 1761 (Muratsuchi) Employee safety: hotel workers
 - d. AB 1795 (Gipson) Emergency medical services: community care facilities
 - e. AB 1879 (Santiago) Gas corporation: service connections
 - f. AB 1884 (Calderon) Food facilities: single-use plastic straws
 - g. South Coast Air Quality Management District- Rule 1410
 - h. Proposition 69 the Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment
6. Office Holders, Administrative Agencies and Community Partners - Please limit your reports to no more than 3 minutes.
 - a. U.S. Chamber of Commerce - Jennings Imel and Vartan Dijhanian
 - b. League of Cities - Jeff Kiernan
 - c. Los Angeles Air Force Base - Carla L. Rosepryor
 - d. South Bay WIB - Chris Cagle
 - e. South Coast AQMD- Tina A. Cox
 - f. South Bay Council of Governments - Hon. Britt Huff
 - g. Office of Congresswoman Waters - Blanca Jimenez

- h. Office of Congresswoman Barragan - Morgan Roth
- i. Office of Congressman Lieu – Aurelia Friedman
- j. Office of Senator Allen - Sam Liu
- k. Office of Senator Bradford - Nital Patel
- l. Office of Senator Lara - Tonya Martin
- m. Office of Assemblymember Burke - Robert Pullen-Miles
- n. Office of Assemblymember Gipson - Chris Wilson
- o. Office of Assemblymember Muratsuchi - Andrew DeBlock
- p. Office of Assemblymember O’Donnell – Sarah Patterson
- q. Office of Supervisor Hahn - Hon. Mark Waronek

[Officeholder representatives, non-chamber members, and guests are respectfully asked to leave the meeting at this point]

- 7. Chair’s Report Charles Gale
- 8. Financial Report Janice Webb, Treasurer
- 9. Ad-Hoc Committee Reports
 -) South Bay Aerospace Industry Alliance Michael Jackson
- 10. Adjournment/Announcements All
 - a. Special thanks to The South Bay Council of Governments for hosting us.
 - b. Next SBACC meeting will be on Tuesday, March 6, 2018

AB 5 (Gonzalez-Fletcher) Employers: Opportunity to Work Act

Recommended Action

Oppose

Background

Existing law creates the Division of Labor Standards Enforcement in the Department of Industrial Relations for the purpose of enforcing labor laws. Existing law, with certain exceptions, establishes 8 hours as a day's work and a 40-hour workweek, and requires payment of prescribed overtime compensation for additional hours worked.

Summary

Unfair Scheduling Mandate. Burdens small and large employers with a scheduling mandate that requires employers to offer additional hours of work to employees before hiring a new employee or contractor and exposes employers to multiple threats of costly litigation for technical violations that do not cause an employee any harm.

This bill would create the Opportunity to Work Act; requiring an employer with 10 or more employees to offer additional hours of work to an existing nonexempt employee before hiring an additional employee or subcontractor, except as specified, would require an employer to post a notice of employee rights, as specified, and would require the employer to maintain certain documentation.

Under this bill it would authorize an employee to file a complaint for violation of these provisions with the division and to, in the alternative, bring a civil action for remedies under the act. AB 5 would require the division to enforce these provisions, as specified and would authorize the division to, among other things, adopt rules and regulations. Violation of these provisions punishable by a civil penalty.

Status

Date	Action
02/01/18	From committee: Filed with the Chief Clerk pursuant to Joint Rule 56.
01/31/18	Died pursuant to Art. IV, Sec. 10(c) of the Constitution.
01/18/18	In committee: Held under submission.
01/18/18	In committee: Set, first hearing. Referred to APPR. suspense file.
05/03/17	In committee: Hearing postponed by committee.
04/20/17	From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 19). Re-referred to Com. on APPR.
01/19/17	Referred to Com. on L. & E.

Date	Action
12/06/16	From printer. May be heard in committee January 5.
12/05/16	Read first time. To print.

Fiscal Impact

Significant implementation and enforcement costs in excess of \$2.3 million annually for the Department of Industrial Relations. (Labor Enforcement and Compliance Fund).

AB 1745 (Ting) Vehicles: Clean Cars 2040 Act

Recommended Action

Oppose

Background

Existing law prohibits a person from driving any motor vehicle, trailer, or semitrailer unless it is registered and the appropriate fees have been paid to the Department of Motor Vehicles. Existing law requires the owner of a vehicle of a type required to be registered under the Vehicle Code to submit an application for the original or renewal registration of that vehicle to the department upon the appropriate form furnished by the department.

Summary

This bill would, commencing January 1, 2040, prohibit the department from accepting an application for original registration of a motor vehicle unless the vehicle is a zero emissions vehicle, as defined. The bill would exempt from that prohibition, a commercial vehicle with a gross vehicle weight rating of 10,001 pounds or more, and a vehicle brought into the state from outside of the state for original registration, as specified.

-) Zero emissions vehicle means a vehicle that produces zero exhaust emissions of any criteria pollutant or precursor pollutant, or greenhouse gas, excluding emissions from air conditioning systems, under any possible operating modes or conditions.
-) Assembly Bill 1745 would effectively ban light-duty internal combustion engine vehicles starting in 2040 by requiring that almost all new passenger vehicles registered in the state be “zero-emission.”

Status

Date	Action
01/16/18	Referred to Com. on TRANS.
01/04/18	From printer. May be heard in committee February 3.
01/03/18	Read first time. To print.

AB 1761 (Muratsuchi) Employee safety: hotel workers

Recommended Position

Oppose unless amended

Background

Existing law, the California Occupational Safety and Health Act of 1973, requires, among other things, that an employer provide for the safety of its employees. It requires an employer to provide and use safety devices and safeguards reasonably adequate to render the employment and place of employment safe.

Summary

This bill would require, among other things, that a hotel employer, as defined, provide its employees with a panic button, as specified, in order to summon assistance when working alone in the guestroom.

1761 would require a hotel employer to compile and maintain a list of guests who have been alleged to have committed an act of violence or harassment against employees at that hotel, as specified, and to decline service to any person on that list for a period of 3 years.

It would also require a hotel employer to notify an employee assigned to work in the room of any person who appears on the list and to post a specified notice in each guestroom regarding these provisions. The bill would require a hotel employer to provide paid time off to an employee who is the victim of assault in order to contact the police, a counselor, or an attorney.

1761 imposes an unspecified civil penalty on hotel employers for violations of its provisions and would provide legislative findings in support of its provisions.

Status

Date	Action
01/05/18	From printer. May be heard in committee February 4.
01/04/18	Read first time. To print.

AB 1795 (Gipson) Emergency medical services: community care facilities

Recommended Position

Support

Background

Existing law, the Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act, establishes the Emergency Medical Services Authority, which is responsible for the coordination and integration of all state agencies concerning emergency medical services. Among other duties, the authority is required to develop planning and implementation guidelines for emergency medical services systems, provide technical assistance to existing agencies, counties, and cities for the purpose of developing the components of emergency medical services systems, and receive plans for the implementation of emergency medical services and trauma care systems from local EMS agencies.

Summary

This bill would authorize a local emergency medical services agency to submit, as part of its emergency services plan, a plan to transport specified patients to a community care facility, as defined, in lieu of transportation to a general acute care hospital. The bill would make conforming changes to the definition of advanced life support to include prehospital emergency care provided before and during, transport to a community care facility, as specified. The bill would also direct the Emergency Medical Services Authority to authorize a local EMS agency to add to its scope of practice for specified emergency personnel those activities necessary for the assessment, treatment, and transport of a patient to a community care facility.

Status

Date	Action
01/22/18	Referred to Com. on HEALTH.
01/10/18	From printer. May be heard in committee February 9.
01/09/18	Read first time. To print.

AB 1879 (Santiago) Gas corporation: service connections

Recommended Position

Support

Summary

Under existing law the Public Utilities Commission has regulatory authority over public utilities, including gas corporations.

This bill would prohibit the commission from prohibiting a gas corporation from providing new natural gas service connections.

This bill would declare that it is to take effect immediately as an urgency statute.

Status

Date	Action
01/29/18	Referred to Com. on U. & E.
01/18/18	From printer. May be heard in committee February 17.
01/17/18	Read first time. To print.

AB 1884 (Calderon) Food facilities: single-use plastic straws

Recommended Position

Oppose

Background

Existing law, the California Retail Food Code, establishes uniform health and sanitation standards for, and provides for regulation by the State Department of Public Health of, retail food facilities, as defined, and requires local health agencies to enforce these provisions. Existing law requires, except as otherwise provided, a person who violates any provision of the code to be guilty of a misdemeanor with each offense punishable by a fine of not less than \$25 or more than \$1,000, or by imprisonment in the county jail for a term not exceeding 6 months, or by both.

Summary

This bill would prohibit a food facility, as specified, where food may be consumed on the premises from providing single-use plastic straws to consumers unless requested by the consumer. By creating a new crime and imposing additional enforcement duties on local health agencies, this bill would impose a state-mandated local program.

Status

Date	Action
01/18/18	From printer. May be heard in committee February 17.
01/17/18	Read first time. To print.

South Coast Air Quality Management District- Rule 1410

Recommended Position

Oppose

Background and Summary

In 1991, the South Coast Air Quality Management District (SCAQMD) adopted Rule 1410 in order to minimize the possibility of harm to the public due to an accidental release of hydrogen fluoride (HF). Rule 1410 banned the use of HF after 1998 at refineries within the SCAQMD jurisdiction and immediately put into place safeguards and measures to protect the public. However, the rule was successfully challenged and blocked by the courts in 1992, due to a lack of public notice.

HF alkylation was developed in the 1940's and practiced worldwide for the manufacture of high octane alkylate for use in gasoline blending. There are a total of 48 HF alkylation units installed at refineries in the United States. Modified Hydrofluoric Acid (MHF) alkylation was developed as a safety enhancement for existing hydrofluoric acid alkylation units. Through the use of an additive, the volatility of HF is suppressed which increases the safety of these units and reduces the offsite impact from a potential leak.

There are currently four units in the United States that employ MHF. Only two refineries in California use HF or MHF, they are the Torrance Refining Company in Torrance and the Valero Wilmington Refinery in Wilmington. An independent analysis of Rule 1410 found that it could eliminate 25% of the region's fuel supply, forcing us to import our fuel from offshore sources as a result of regional supply shortages and price spikes.

Proposition 69 the Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment

Recommended Position

Support

Overview

A "yes" vote supports this amendment to:

- J require that revenue from the diesel sales tax and Transportation Improvement Fee, as enacted by Senate Bill 1 (SB 1), be used for transportation-related purposes; and
- J exempt revenue generated by SB 1's tax increases and fee schedules from the state appropriations limit.

A "no" vote opposes this amendment to:

- J require that revenue from the diesel sales tax and Transportation Improvement Fee, as enacted by Senate Bill 1 (SB 1), be used for transportation-related purposes; and
- J exempt revenue generated by SB 1's tax increases and fee schedules from the state appropriations limit.

Proposition 69 was part of a legislative package that included Senate Bill 1 (SB 1).[1] Without SB 1, Proposition 69 would not affect anything. SB 1, which was also known as the Road Repair and Accountability Act of 2017, enacted an estimated \$5.2 billion-a-year increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100

Proposition 69 would require that revenue from the diesel sales tax and Transportation Improvement Fee (TIF) be dedicated for transportation-related purposes. As of 2018, the state constitution prohibited the legislature from using gasoline excise tax revenue or diesel excise tax revenue for general non-transportation purposes. The amendment would require the diesel sales tax revenue to be deposited into the Public Transportation Account, which was designed to distribute funds for mass transportation and rail systems. Proposition 69 would require the TIF revenue be spent on public streets and highways and public transportation systems. Although SB 1 requires revenue from the zero-emission vehicles fee to be placed in the Road Maintenance and Rehabilitation Account, Proposition 69 does not contain a provision creating a constitutional mandate for zero-emission vehicles fee revenue

Proposition 69 would make revenue from SB 1's tax increases and fee schedules exempt from the state appropriations limit, also known as the Gann Limit. In other words, the revenue would not count toward the limit.

The Gann Limit

The Gann Limit prohibits the state government and local governments from spending revenue in excess of per-person government spending in fiscal year 1978-1979, with an adjustment allowed for changes in the cost-of-living and population. Amendments were made to the Gann Limit in 1988 and 1990, modifying the formula and requiring half of the excess revenue to be distributed to public education and the other half to taxpayer rebates. Rejecting the constitutional amendment would make SB 1's revenue subject to the Gann Limit. As of 2018, the Gann Limit had been exceeded just once in 1987

Revenue

SB 1 increased the following transportation-related taxes and fees on November 1, 2017:

- J Increased the gas tax \$0.12 cents per gallon, from \$0.297 cents per gallon to \$0.417 cents per gallon.
- J Increased the diesel fuel tax \$0.20 cents per gallon, from \$0.16 cents per gallon to \$0.36 cents per gallon.
- J Increased the sales tax on diesel fuels by an additional 4 percentage points, from 9 percent to 13 percent.

SB 1 created a new annual Transportation Improvement Fee (TIF) based on the market value of a vehicle.

The fee went into effect on January 1, 2018. The fee rate was scheduled as follows:

- J \$25 per year for vehicles with a market value of \$0-\$4,999;
- J \$50 per year for vehicles with a market value of \$5,000-\$24,999;
- J \$100 per year for vehicles with a market value of \$25,000-\$34,999;
- J \$150 per year for vehicles with a market value of \$35,000-\$59,999; and
- J \$200 per year for vehicles with a market value of \$60,000 or higher.



**Board of Directors Meeting
CSUDH -Extended Education Auditorium
1000 E. Victoria St.
Carson, CA**

Charles Gale, Chairman

D. Hoffman, J. Heffernan, W. Love, E. Hupp, J. Kiernan, D. Gamboa, G. Kivette, M. Bankin, V. Dijhanian, D. Dupperon, M. Lipps, M. Roth, I. Ford, G. Pok, M. Ducane, M. Hunt, M. Lyons, H. Rogers, W. LaBar, T. Cox, A. Friedman, D. Gamboa, A. DeBlock, C. Chavez

1. Welcome Charles Gale, Chair
 - a. Flag Salute
2. Self-Introductions and Sign-In All Participants
 - a. D. Gamboa is providing a welcome on behalf of CSUDH and providing an update
3. Approval of Minutes John Heffernann, Secretary
 - a. Motion to approve: W. Love
 - b. 2nd: E. Hupp
 - c. Motion Carries
4. Presentation
 - a. South Bay Light Rail Extension to Crenshaw Blvd- M. Ducane and M. Hunt is providing an update on the outreach Metro has done on behalf of the green line extension to the South Bay line. Please see attachment presentation for greater details on the project costs and details.
 - b. G. Kivette- Asked about project alternatives and if they all have stations in Manhattan Beach Inglewood. Metro: yes and showed all 4 alternative stations and locations.
 - c. D. Gamboa- Question RE parking- Metro is not planning and NEW parking structures or lots.
5. Government Affairs Report PEAR Strategies
 - a. 2018 Policy Platform Draft- Attached you will find the Draft 2018 policy platform. The topic of business competitiveness moved up the strategic initiatives ranks- as well as the healthcare. This is likely due to the single payer system that the state considered last year and will be considering.
 - i. Motion to Approve 2018 Policy Platform: J. Heffernan
 - ii. 2nd: W. Love
 - iii. Motion Carries
 - b. 2018 Legislative Schedule- This is more for a FYI for your use. Last year we went to Sacramento in late May on the last day of committee hearings. We did get pushed to the back and hope we can better avoid major deadlines.

6. Office Holders, Administrative Agencies and Community Partners - ***Please limit your reports to no more than 3 minutes.***
- a. U.S. Chamber of Commerce - Jennings Imel and Vartan Dijhanian- Provided an update on the new tax plan. Thanked everyone for feed back, there will be a bit more activity coming forward. The White House will addressing DACA in the coming months. We will be seeing another continuing resolution for the debt ceiling.
 - b. League of Cities - Jeff Kiernan- The budget proposal will be coming out tomorrow at 10:00 AM. Thursday, Jan 25 the Gov will be giving his state of the state. CalPers board met last month (Nov) are not adjusting discount rates, cities went up there to express concerns. **SB 827** would punch up transit area development (TRAD) to a new development- looking to redefine TRAD to the entire route.
 - c. Los Angeles Air Force Base - Carla L. Rosepryor NA
 - d. South Bay WIB - Chris Cagle
 - e. South Coast AQMD- Tina A. Cox- AQMD refinery working group on Saturday, Jan 20th 9:00 AM Holiday Inn Torrance, CA
 - f. South Bay Council of Governments - Hon. Britt Huff- General Assembly, Feb 23 will be looking at changes in retail. West Basin has a free rain barrel program and it is free
 - g. Office of Congresswoman Waters - Blanca Jimenez NA
 - h. Office of Congresswoman Barragan - Morgan Roth- Left
 - i. Office of Congressman Lieu – Aurelia Friedman- Service Acadmey day Feb 10th. The art competition is in full swing. Casework mailer went out prior to the holiday explaining the process. Congress is back in session- statements against offshore drilling and GOP tax plan.
 - j. Office of Senator Allen - Sam Liu
 - k. Office of Senator Bradford - Nital Patel NA
 - l. Office of Senator Lara - Tonya Martin NA
 - m. Office of Assemblymember Burke - Robert Pullen-Miles NA
 - n. Office of Assemblymember Gipson - Chris Wilson NA
 - o. Office of Assemblymember Muratsuchi - Andrew DeBlock- Legislature is back in session this is the 2nd year of a 2 year session. Looking to develop an Aerospace Institute with partnership on the UC and CSU system.
 - p. Office of Assemblymember O'Donnell – Sarah Patterson
 - q. Office of Supervisor Hahn - Hon. Mark Waronek

[Officeholder representatives, non-chamber members, and guests are respectfully asked to leave the meeting at this point]

7. Chair's Report Charles Gale
 - a. 4th Annual South Bay Legislative Meet & Greet
 - b. Board Delegate List
8. Financial Report Janice Webb, Treasurer
 - a. In the process transistioning from G. Kivette to J. Webb.
9. Ad-Hoc Committee Reports Michael Jackson
 -) South Bay Aerospace Industry Alliance
10. Adjournment/Announcements All
 - a. Special thanks to CSUDH for hosting us today!
 - b. Next SBACC meeting will be on **Tuesday, February 6, 2018**



We Support Safer Roads and Protecting Local Transportation Improvements

We Support Prop 69 and Oppose the SB 1 Repeal

California Alliance for Jobs
California State Association of Counties (CSAC)
League of California Cities
Alameda Corridor – East Construction Authority (ACE)
American Council of Engineering Companies – California
Associated General Contractors – California
Associated General Contractors – San Diego
California Asphalt Pavement Association (CalAPA)
California Association of Councils of Governments (CALCOG)
California Nevada Cement Association
California State Council of Laborers
California State Conference NAACP
California Transit Association
California Trucking Association
Chamber of Commerce of the Santa Barbara Region
Golden State Gateway Coalition
Los Angeles County Division, League of California Cities
Los Angeles Area Chamber of Commerce
Los Angeles County Metropolitan Transportation Authority
Northern California Chapter, National Electrical Contractors Association (NECA)
Orange County Business Council
San Gabriel Valley Economic Partnership
Silicon Valley Leadership Group
Southern California Partnership for Jobs
Transportation California
United Contractors
Urban Counties of California

Paid for by the Coalition to Protect Local Transportation Improvements, sponsored by business, labor, local governments, transportation advocates and taxpayers
Committee Major Funding from
California Alliance for Jobs

Funding details at www.fppc.ca.gov



Support Safer Roads and Protect Local Transportation Improvements

Californians depend on a safe and reliable transportation network to support our quality of life and a strong economy. In April 2017, California passed Senate Bill 1 (SB 1) – which will provide more than \$5 billion annually to make road safety improvements, fill potholes, repair local streets, freeways, tunnels, bridges and overpasses and invest in public transportation in every California community. Road safety and transportation improvement projects are already underway or planned in every community, but this long-awaited progress could come to a halt unless voters take action in 2018.

The Coalition to Protect Local Transportation Improvements has formed to support the June 2018 constitutional amendment protecting transportation funds from being diverted and to oppose the November 2018 measure to repeal transportation funds. Here's how you can help:

SUPPORT Prop 69:

June 2018 ballot measure: Prohibits the Legislature from raiding new transportation funds and ensures funds can only be used for transportation projects.

- ✓ Prop 69 extends constitutional protections to the new revenues generated by SB 1 that aren't currently protected and ensures these funds can only be used for transportation improvement purposes.
- ✓ The measure would prohibit the Legislature from borrowing or diverting these revenues for non-transportation purposes. This will ensure that all revenues from SB 1 can only be used for transportation improvement purposes.

OPPOSE SB 1 Repeal:

November 2018 ballot measure: Would repeal SB 1 and rob our communities of vital local road safety and transportation improvement funds.

Certain politicians are currently collecting signatures to try to repeal the Road Repair and Accountability Act of 2017 (SB 1) and stop critical investments in future transportation improvement projects. We need to build a strong coalition to oppose this measure now because its passage would:

- ✗ **Jeopardize public safety.** According to the National Highway Traffic Safety Administration, poor roadways were a contributing factor in more than half of the 3,623 roadway fatalities on California roads in 2016. Currently, 89% of California counties have roads that are in poor or at-risk condition, and 25% of local bridges show significant deterioration. Roadway improvements at the state and local level will save lives and increase safety for the traveling public. This measure will cut funding currently dedicated to fixing roads and upgrading freeways, bridges, tunnels and overpasses to make them safer.



OPPOSE the November 2018 ballot measure that would repeal SB 1 and rob our communities of vital local road safety and transportation improvement funds.

- X Take away road improvement funds dedicated to every community.** SB 1 guarantees funds to every city and county to fix potholes, make safety improvements, ease traffic congestion and improve public transportation. These funds are already being put to use and California cities and counties have already identified 4,000 local projects for funding in 2017-18 and into the future. This measure would rob funding currently benefiting every California community and stop thousands of local road improvement projects from moving forward. Our local roads, streets and state highways already face a backlog of \$132 billion and this measure will only worsen the crisis.
- X Make traffic congestion worse.** Our freeways and major thoroughfares are among the most congested in the nation, and Californians spend too much time stuck in traffic away from family and work. This measure would make our traffic worse by repealing SB 1 funds that are dedicated to reducing traffic congestion.
- X Cost drivers and taxpayers more money in the long-run.** Repealing the gas tax and vehicle fee will only save the average driver \$10 per month. But it will cost drivers much more in the long-run because of the wear and tear on our vehicles caused by bad roads. The average driver spends \$762 per year on front end alignments, body damage, shocks, tires and other repairs because of bad roads. It is important to fix our roads now vs. later as it costs 8 times more to fix a road than to maintain it.
- X Would hurt job-creation and our economy.** A reliable transportation infrastructure is critical to get people to work, to move goods and services to the market and to support our economy. Furthermore, every \$1 billion invested in transportation infrastructure supports 13,000 jobs a year. By repealing funding for road repairs and transportation improvements, this measure would eliminate 650,000 good-paying jobs and \$100 billion dollars in economic growth that will be created fixing our roads over the next decade.

Paid for by the Coalition to Protect Local Transportation Improvements, sponsored by business, labor, local governments, transportation advocates and taxpayers

Committee Major Funding from
California Alliance for Jobs

Funding details at www.fppc.ca.gov



YES!

I Support Safer Roads and Protecting Local Transportation Improvements

Please check one or both boxes:

I/we **SUPPORT Prop 69**, a June 2018 ballot measure to prevent the state Legislature from diverting transportation funds for other purposes or redirecting funds for non-transportation projects. You may list me/my organization in formal **SUPPORT** of this constitutional amendment in your coalition materials.

I/we **OPPOSE** the November ballot measure that would repeal the “Road Repair and Accountability Act” (SB 1) and rob our communities of vital road safety and transportation improvement funds. You may list me/my organization in formal **OPPOSITION** to the repeal effort in your coalition materials.

Please select a category:

Organization

Individual

Please complete the following information:

Organization/Company (if applicable)

Date

Authorized Signature

Name

Title

Street Address

City

State

Zip

Phone

FAX

E-Mail Address (if public official, please include personal e-mail)

Please complete this form and return it to: Coalition to Protect Local Transportation Improvements

If faxing: (916) 442-3510

If e-mailing: Kyle Griffith | kgriffith@bcfpublicaffairs.com

For more information, please call (916) 443-0872

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Committee Major Funding from

California Alliance for Jobs

Funding details at www.fppc.ca.gov

Bill	Author	Description	Position	Status
SB 300	Monning	Sugar-sweetened beverages: health warnings. Lawsuit Exposure. Increases frivolous liability claims and exposes beverage manufacturers and food retailers to fines and penalties by mandating state-only labeling requirements for sugar sweetened drinks.	Oppose	1/13/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was HEALTH on 2/23/2017) (history)
AB 319	Stone, Mark	Recycling: single-use plastic beverage container caps. Burdensome Mandate on Beverage Containers. Drives up the cost of beverages and imposes impractical technology requirements by requiring that the cap of a single-use plastic beverage container be tethered or affixed to the container.	Oppose	2/1/2018-Failed Deadline pursuant to Rule 61(b)(3). (Last location was THIRD READING on 1/10/2018)