



**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 427 (Muratsuchi) California Aerospace Commission
 - b. SB 827 (Wiener) Planning and Zoning: transit rich housing bonus
 - c. SB 946 (Lara) Sidewalk vendors
 - d. SB 993 (Hertzberg) Sales tax: services
 - e. Pier B On-Dock Rail Support Facility
 - f. Proposition 70 Vote Requirement to Use Cap-and-Trade Revenue Amendment
 - g. SCAQMD Community Meeting
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
 - a. Profit and Loss
 - b. Balance Sheet
- 9. Ad-Hoc Committee Reports Michael Jackson
 - South Bay Aerospace Industry Alliance
- 10. Adjournment/Announcements All
 - a. Special thanks to The South Bay Council of Governments for hosting us.
 - b. Special thanks to the Palos Verdes Peninsula Chamber of Commerce for today's breakfast
 - c. Next SBACC meeting will be on **Tuesday, April 3, 2018**

Recommended Position

Support

Background

GO-Biz to serve as the state's primary agency for issues of economic and business development. Among other entities within GO-Biz' oversight are the California Business Investment Services Program, the Office of the Small Business Advocate, the International Trade and Investment Program, and the California Infrastructure and Economic Development Bank.

Aerospace is one of California's largest industries, with a total economic impact of more than \$100 billion annually including \$38.8 billion in indirect revenues that support related industries. The aerospace market sector includes two primary components:

1. Space industry: Launch Services; Satellite Manufacturing; Ground Equipment; Engineering Services; and Satellite Services.
2. Aircraft Industry: Aircraft; Engine and Parts; Search, Detection, Navigation, Guidance, and Nautical (SDNGN) Instruments; and Maintenance Repair, and Overhaul.

California is a global leader in in space instrumentation, satellite services and manufacturing, and engineering services. The state provides more than 50% of all aerospace engineering services and 59% of aircraft Search, Detection, Navigation, Guidance, and Nautical (SDNGN) instrumentation.

The California aerospace industry employs 230,000 workers directly and supports 511,000 jobs across related industry sectors. Other related industry sectors include Finance, Construction, and Transportation.

California has historically been a global Aerospace leader, holding 9% of the combined space and aircraft market in the world in 2016. The aerospace industry is, however, being transformed by new technologies, commercial opportunities, and innovation centers within regions previously considered too remote or technologically undeveloped. In short, California's dominance is being challenged. In order to maintain the state's competitiveness, California may need a new framework from which the state can better facilitate and align public and private sector actions. Among other challenges, the state needs to prepare for a potential new round of military base closures, shifts in funding priorities at NASA, and implementation of the recently released National Security Plan, to name just a few.

Summary

Enacts the California Aerospace and Aviation Act of 2018, which establishes the 17-member California Aerospace and Aviation Commission (Commission) for the purpose of serving as a central point of contact for related industries and to support the health and competitiveness of these industries in California. The

Commission would be located under the administrative authority of the Governor's Office of Business and Economic Development (GO- Biz).

This bill proposes the creation of an industry–focused commission to help guide the state's economic and workforce development activities. Able to be industry-funded, this Commission could provide a unique component to the state's existing economic framework, which currently focuses on regional economies and integrated economic development networks.

Status

Date	Action
01/29/18	In Senate. Read first time. To Com. on RLS. for assignment.
01/29/18	Read third time. Passed. Ordered to the Senate. (Ayes 75. Noes 0. Page 3854.)
01/22/18	Read second time. Ordered to third reading.
01/18/18	From committee: Do pass. (Ayes 17. Noes 0.) (January 18).
01/18/18	In committee: Set, first hearing. Referred to APPR. suspense file.
01/12/18	Re-referred to Com. on APPR.
01/11/18	Read second time and amended.
01/10/18	From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (January 9).
01/04/18	From committee: Be re-referred to Com. on J., E.D., & E. Re-referred. (Ayes 9. Noes 0.) (January 4). Re-referred to Com. on J., E.D., & E.
01/03/18	Re-referred to Com. on RLS. pursuant to Assembly Rule 96.
01/03/18	From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.
04/24/17	In committee: Set, first hearing. Hearing canceled at the request of author.
04/05/17	From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 0.) (April 5). Re-referred to Com. on TRANS.
02/21/17	Referred to Coms. on A.,E.,S.,T., & I.M. and TRANS.
02/10/17	From printer. May be heard in committee March 12.

Date	Action
02/09/17	Read first time. To print.

FISCAL EFFECT: According to the Assembly Appropriations Committee, annual General Fund (GF) cost pressures in the range of \$240,000 to \$260,000 for GO-Biz to staff and operate the Commission. While the bill specifies that the operation of the Commission will be supported through non-state funds, state dollars could still eventually be used if there aren't sufficient non- state funds or in the initial years of implementing the bill.

Recommended Position

Oppose

Background

The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents.

Summary

This bill would require a local government to, if requested, grant a development proponent of a transit-rich housing project to receive a transit-rich housing bonus. If that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements.

A transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor.

The bill would exempt an eligible applicant who receives a transit-rich housing bonus from various requirements, including maximum controls on residential density, maximum controls on floor area ratio that are lower than a specified amount, minimum automobile parking requirements, maximum height limitations, and zoning or design

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act

Status

Date	Action
03/01/18	From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Date	Action
01/16/18	Referred to Coms. on T. & H. and GOV. & F.
01/04/18	From printer. May be acted upon on or after February 3.
01/03/18	Introduced. Read first time. To Com. on RLS. for assignment. To print.

SB 946 (Lara) Sidewalk vendors

Recommended Position

Oppose

Background

Existing law authorizes a local authority, by ordinance or resolution, to adopt requirements for the public safety regulating any type of vending from a vehicle upon a street. Existing law additionally authorizes a local authority, by ordinance or resolution, to adopt requirements regulating the time, place, and manner of vending from a vehicle upon a street.

Summary

This bill would prohibit a local authority from adopting rules or regulations, by ordinance or resolution, that regulate or prohibit sidewalk vendors, as defined, unless it first adopts a sidewalk vending licensing program that requires a sidewalk vendor to obtain a license from the local authority before selling food or merchandise. 946 would require a local authority that elects to adopt a sidewalk vending licensing program to, among other things, not restrict the location of a licensed sidewalk vendor unless the restriction is directly related to objective health, safety, or welfare concerns, and not unreasonably restrict sidewalk vendors to operate only in a designated neighborhood or area. The bill would authorize a local authority that elects to adopt a sidewalk vending licensing program to, by ordinance or resolution, adopt additional requirements regulating the time, place, and manner of sidewalk vending.

Sidewalk Vendors

“sidewalk vendor” is a person who sells food or merchandise from a pushcart, stand, display, pedal-driven cart, wagon, showcase, rack, or other nonmotorized conveyance upon a public sidewalk or other pedestrian path.

A local authority may adopt a sidewalk vending licensing program that requires a sidewalk vendor to obtain a license from the local authority before he or she is authorized to sell food or merchandise.

A local authority’s licensing system shall comply with all of the following standards:

1. A local authority shall not restrict the location of a licensed sidewalk vendor unless the restriction is directly related to objective health, safety, or welfare concerns. For purposes of this paragraph, perceived community animus or economic competition does not constitute an objective health, safety, or welfare concern.
2. A local authority shall not prohibit a licensed sidewalk vendor from selling food or merchandise in a park.

3. A local authority shall not require a licensed sidewalk vendor to first obtain the consent or approval of any nongovernmental entity or individual before he or she can sell food or merchandise.
4. A local authority shall not unreasonably restrict sidewalk vendors to operate only in a designated neighborhood or area.
5. A local authority shall not restrict the overall number of sidewalk vendor licenses issued unless the restriction is directly related to objective health, safety, or welfare concerns.

Status

Date	Action
02/08/18	Referred to Com. on GOV. & F.
01/30/18	From printer. May be acted upon on or after March 1.
01/29/18	Introduced. Read first time. To Com. on RLS. for assignment. To print.

SB 993 (Hertzberg) Sales tax: services.

Recommended Position

Oppose

Background

The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state.

Summary

This bill would, on and after January 1, 2019, expand the Sales and Use Tax Law to impose a tax on the purchase of services by businesses in California at a specified percentage of the sales price of the service. would require the tax to be collected and remitted by the seller of the purchased services. The bill would exempt certain types of services, including health care services, from the tax and would exempt from the tax a business with gross receipts of less than \$100,000 in the previous 4 quarters. 993 would require the tax to be paid to the California Department of Tax and Fee Administration and would require the department to transmit the payments, less refunds and cost of administration, to the Treasurer to be deposited into the Retail Sales Tax on Services Fund, which this bill would create in the State Treasury. This piece of legislation would state that the moneys in that fund are to be appropriated to provide tax relief to middle-income and low-income Californians and to assist in securing greater stability for California's infrastructure, its workforce, and its education services, including higher education. The bill would also state various related findings and declarations.

1. In order to mitigate the negative impacts in California of the recently enacted federal tax bill (Public Law 115-97), California needs to reform the state's tax system to more equitably share responsibility for supporting critical public programs.
2. Under the new federal tax law (Public Law 115-97), over 6 million Californians who itemize their taxes could lose on average over \$8,000 in deductions. This is because the deduction for state and local income and property taxes would be capped at \$10,000 by the new federal law (Public Law 115-97).
3. The federal tax changes, coupled with potential reductions to federal programs, pose a risk to California's economy, California families, and state government.
4. (While California's economy has evolved, its tax system has failed to keep up with the times. Over the past 60 years, California has moved from an agriculture-based and manufacturing-based economy to a service-based economy. In California, goods are subject to sales or use tax while services generally are not.

5. As a result, state tax revenues have become less reliant on revenues derived from the sales and use tax on goods and more reliant on revenues derived from the personal income tax. In 1950, the sales and use taxes comprised 61 percent of the state General Fund; however, today they account for about 30 percent. The personal income tax accounted for 12 percent of the General Fund in 1950; however, today it accounts for almost 70 percent.

Status

Date	Action
02/14/18	Referred to Com. on GOV. & F.
02/06/18	From printer. May be acted upon on or after March 8.
02/05/18	Introduced. Read first time. To Com. on RLS. for assignment. To print.

Pier B On Dock Rail Facility

Recommended Position

Support

Background

The Port of Long Beach is proposing to reconfigure, expand and enhance the existing Pier B rail facility located along Anaheim Street and the 710 Freeway to support more efficient use of “on-dock” rail at the Port’s shipping terminals, which will in turn ease roadway traffic congestion and improve air quality.

The Pier B On-Dock Rail Support Facility Project proposes to:

- Improve roadway traffic flow to enhance motorist and rail safety by eliminating the existing railroad crossing at the 9th Street and Pico Avenue intersection.
- Reconfigure existing tracks and add additional tracks to allow trains up to 10,000 feet long to directly connect to the on-dock rail facilities and the Alameda Corridor railway.
- Potentially acquire additional land to the north of the Pier B rail facility (as far as 12th Street, but south of Anaheim Street in West Long Beach) to provide for additional rail car storage and staging. Other small parcels located in the vicinity of the Alameda Corridor to Ocean Boulevard may also be acquired.
- Potentially remove the ramps connecting 9th Street and the Shoemaker Bridge.

Overview

The existing Pier B rail facility serves as a storage and staging area for trains and is a critical juncture in the Port’s rail network. The facility is primarily used by Pacific Harbor Line (PHL), which provides rail dispatching and switching services. PHL has been recognized as America’s “greenest” railroad for converting its fleet to clean diesel locomotives that dramatically reduce pollution and save fuel.

The project will allow trains up to 10,000 feet long to be loaded and unloaded at on-dock rail facilities at marine terminals to streamline rail operations, remove bottlenecks, and reduce the need for local truck trips.

California Proposition 70, the Vote Requirement to Use Cap-and-Trade Revenue Amendment

Recommended Position

Support

Overview

- A "yes" vote supports this amendment to require a one-time two-thirds vote in each chamber of the state legislature in 2024 or thereafter to pass a spending plan for revenue from the state's cap-and-trade program for greenhouse gases
- A "no" vote opposes this amendment to require a one-time two-thirds vote in each legislative chamber in 2024 or thereafter to pass a spending plan for revenue from the state's cap-and-trade program.

Background- Cap-and-Trade Negotiations

Rep. Chad Mayes (R-42) designed Proposition 70. The amendment resulted from negotiations between Gov. Brown (D), legislative Democrats, and legislative Republicans over the future of the state's cap-and-trade program. The negotiations resulted in three bills passing on July 17, 2017—an extension of cap-and-trade until 2030 (AB 398), new air pollution regulations (AB 617), and Proposition 70 (ACA 1). As Proposition 70 would require a two-thirds (66.6 percent) vote of the state legislature to spend revenue from the program, members of the minority party may be needed to pass a spending plan.^{[3][4][5]} As of January 2018, Democrats were the majority party and controlled two-thirds of the seats in both the state Senate and state Assembly. Republicans were the minority party in both chambers.

Summary

Proposition 70 would require a one-time two-thirds vote in each chamber of the California State Legislature to use revenue from the State Air Resources Board's auctioning or sale of greenhouse gas emissions allowances under the state's cap-and-trade program. To make sure no revenue is spent without the two-thirds vote, the measure would place all revenue from the cap-and-trade program in a Greenhouse Gas Reduction Reserve Fund beginning on January 1, 2024. The vote would take place anytime on or after January 1, 2024. Revenue would collect in this reserve fund until the one-time two-thirds vote occurred. If legislators failed to secure a two-thirds vote, revenue would keep collecting in the reserve fund and the state would be unable to spend the revenue. Between January 1, 2024, and the passage of the spending bill, the measure would also suspend a sales tax exemption for manufacturers, increasing tax revenue about \$260 million per year. If legislators succeed at securing a two-thirds vote, revenue would begin to fill the non-reserve Greenhouse Gas Reduction Fund, which requires a simple majority vote to use funds from

8:13 AM

SOUTH BAY ASSOCIATION OF CHAMBERS OF COMMERCE

03/01/18

Balance Sheet

Accrual Basis

As of February 28, 2018

	Feb 28, 18
ASSETS	
Current Assets	
Checking/Savings	
1310 · Malaga Bank - Main - 4702	44,975.01
1410 · Malaga Bank - Alliance - 4800	967.30
Total Checking/Savings	45,942.31
Total Current Assets	45,942.31
TOTAL ASSETS	<u>45,942.31</u>
LIABILITIES & EQUITY	
Equity	
3190 · Fund Balance	43,890.74
3150 · Surplus/(Deficit)	1,740.02
Net Income	311.55
Total Equity	45,942.31
TOTAL LIABILITIES & EQUITY	<u>45,942.31</u>

SOUTH BAY ASSOCIATION OF CHAMBERS OF COMMERCE

Profit & Loss

03/01/18

January through February 2018

Accrual Basis

	Jan - Feb 18
Ordinary Income/Expense	
Income	
4000 · Operating Income	
4160 · Interest	4.14
4000 · Operating Income - Other	7,281.00
Total 4000 · Operating Income	7,285.14
Total Income	7,285.14
Expense	
5000 · Program Expenses	
5220 · Food & Beverage	
Installation dinner	4,040.59
Total 5220 · Food & Beverage	4,040.59
Total 5000 · Program Expenses	4,040.59
6200 · Administrative	
6110 · Professional Services	2,553.00
6120 · Accounting Service	380.00
Total 6200 · Administrative	2,933.00
Total Expense	6,973.59
Net Ordinary Income	311.55
Net Income	<u>311.55</u>



**Board of Directors Meeting
February Minutes**

M. Lyon, P. Donaldson, H. Rogers, J. Kiernan, M. Lipps, C. Gale, A. Friedman, S. Kramer, R. Pullen-Miles, M. Warneck, T. Cox, V. Dijhanian, B. Huff, M. Smeltzer, D. Hoffman, C. Cagel, B. Bryan, M. Hunt, W. Love, C. Bridges, J. Brunkhardt, L. Baglietto, T. Burresh, C. Wilson, M. Roth

1. Welcome Charles Gale, Chair
 - a. Flag Salute
2. Self-Introductions and Sign-In All Participants
3. Approval of Minutes John Heffernann, Secretary
 - a. Motion to Approve- P. Donaldson
 - b. 2nd: D. Hoffman
 - c. Motion Carries
4. Presentation
5. Government Affairs Report PEAR Strategies
 - a. AB 5 (Gonzalez-Fletcher) Employers: Opportunity to Work Act
 - i. 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.
 - ii. Motion to Oppose- P. Donaldson
 - iii. 2nd: D. Hoffman
 - iv. Motion Carries
 - b. AB 1745 (Ting) Vehicles: Clean Cars 2040 Act
 - i. 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.
 - ii. Motion to Oppose: D. Hoffman
 - iii. 2nd: T. Burrish
 - iv. Motion Carries

- c. AB 1761 (Muratsuchi) Employee safety: hotel workers
 - i. 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.
 - ii. T. Burresh, L. Baglietto- suggested this is a CalOSHA
 - iii. Motion to Oppose: M. Lyons
 - iv. 2nd: W. Love
 - v. Motion Carries
- d. AB 1795 (Gipson) Emergency medical services: community care facilities
 - i. 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.
 - ii. Motion to Support: D. Hoffman
 - iii. 2nd: L. Baglietto
 - iv. Motion Carries
- e. AB 1879 (Santiago) Gas corporation: service connections
 - i. This bill would prohibit the commission from prohibiting a gas corporation from providing new natural gas service connections.
 - ii. Motion to Support: L. Baglietto
 - iii. 2nd: T. Burrish
 - iv. Motion Carries
- f. AB 1884 (Calderon) Food facilities: single-use plastic straws
 - i. 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
 - ii. Motion to Oppose: L. Baglietto
 - iii. 2nd: W. Love
 - iv. Motion Carries

- g. South Coast Air Quality Management District- Rule 1410
 - h. Proposition 69 the **Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment**
 - i. Proposition 69 would require that revenue from the diesel sales tax and Transportation Improvement Fee (TIF) be dedicated for transportation-related purposes.
 - ii. Motion to Support: T. Burrish
 - iii. 2nd: M. Hunt
 - iv. Motion Carries
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- There is a new gov't spending plan being developed. March 23rd is the deadline and defense spending is until the end of the year.
 - b. League of Cities - Jeff Kiernan- Thanked everyone for participating in Legislative meet and greet. 7 speakers with over 100 attendees.
 - c. Los Angeles Air Force Base - Carla L. Rosepryor
 - d. South Bay WIB - Chris Cagle- The WIB report has been completed and there is a new partnership with PATH. WIB will be helping with workforce training.
 - e. South Coast AQMD- Tina A. Cox- There are RFP out there for emission reduction projects.
 - f. South Bay Council of Governments - Hon. Britt Huff- M. Jackson provided the SBCOG an update on the Aerospace council. They also received an update on the greenline extention.
 - g. Office of Congresswoman Waters - Blanca Jimenez
 - h. Office of Congresswoman Barragan - Morgan Roth- small update on DC
 - i. Office of Congressman Lieu – Aurelia Friedman- accepting applications to the Congressional Art Competition. Requested we send to the local highschoools. The cyber diplomacy has passed the House.
 - 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- The Assemblywoman is now serving on the revenue tax committee.
- n. Office of Assemblymember Gipson - Chris Wilson- There will be a hearing with Asm Burke for a hearing in Watts RE: career technical ed.
- o. Office of Assemblymember Muratsuchi - Andrew DeBlock- Chairing Aero Space Committee is looking to pass the CA Aerospace Committee.
- p. Office of Assemblymember O'Donnell – Sarah Patterson
- q. Office of Supervisor Hahn - Hon. Mark Waronek- Sup. Hahn held a meeting with South Bay mayors regarding the Green Line extension. Garcetti is adding funding for the 2028 funding.

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

7. Chair's Report

Charles Gale

- a. SBCOG- Engagment letter spells us our rental for a \$25 fee with free coffee
 - i. Motion to Support: L. Baglietto
 - ii. 2nd: S. Kramer
 - iii. Motion Carries

8. Financial Report

Janice Webb, Treasurer

- a. Motion to Support
- b. 2nd:

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**

Bill	Author	Description	Position	Status
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)
AB 1745	Ting	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.	Oppose	1/16/2018-Referred to Com. on TRANS.
AB 1761	Muratsuchi	The bill would impose an unspecified civil penalty on hotel employers for violations of its provisions and would provide legislative findings in support of its provisions.	Oppose	1/5/2018-From printer. May be heard in committee February 4
AB 1795	Gipson	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.	Support	1/22/2018-Referred to Com. on HEALTH
AB 1879	Santiago	This bill would require the board to adopt occupational safety and health standards for state public works projects to prevent and control coccidioidomycosis, more commonly known as Valley Fever. By expanding the definition of an existing crime, this bill would impose a state-mandated local program.	Support	1/29/2018-Referred to Com. on U. & E.

AB 1884	Calderon	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, as specified.	Oppose	2/6/2018-Re-referred to Com. on NAT. RES.
AB 2094	Kalra	Increased Costs for Hazardous Waste Operators. Imposes unnecessary new costs on hazardous waste permit operators and further delays permit processing by arbitrarily increasing the frequency of inspections for hazardous waste facilities rather than focusing on improving the existing inspection process.	Oppose	2/22/2018-Referred to Com. on E.S. & T.M.
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)
SCAQMD Rule 1410		Rule 1410 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.	Oppose	
Prop 69		Proposition 69 requires the collection of DNA samples from all felons, and from adults and juveniles arrested for or charged with specified crimes. The DNA samples must be submitted to the state's DNA database.	Support	