

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
October 2020  
Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
<a href="#">AB 992</a> <a href="#">Mullin D</a>  Open meetings: local agencies: social media.	9/18/2020- A. CHAPTERED 9/18/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 89, Statutes of 2020.	The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines “meeting” for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that, until January 1, 2026, the prohibition described above does not prevent a member from engaging in separate conversations or communications outside of a meeting authorized by this act with any other person using an internet-based social media platform, as defined, to answer questions, provide information to the public, or to solicit information from the public regarding a matter that is within the subject matter jurisdiction of the legislative body, provided that a majority of the members do not use the internet-based social media platform to discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body, and that a member shall not respond directly to any communication on an internet-based social media platform regarding a matter that is within the subject matter jurisdiction of the legislative body that is made, posted, or shared by any other member of the legislative body. This bill contains other related provisions and other existing laws.		<b>Governance And Finance (text 4/22/2019)</b> <b>Support</b> California Special Districts Association California State Association of Counties League of California Cities. <b>Oppose</b> California News Publishers Association.
<a href="#">AB 1276</a> <a href="#">Bonta D</a>	9/18/2020- A. CHAPTERED	(1)Existing law establishes procedures and criteria pursuant to which counties, general law cities, and charter cities adopt		<b>Elections And Constitutional Amendments (text 7/29/2020)</b>

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Local redistricting.	9/18/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 90, Statutes of 2020.	supervisory and council district boundaries for the purpose of electing members of a county's board of supervisors or a city's council. This bill would make technical, clarifying, and conforming changes to make these provisions consistent in their application to those jurisdictions. This bill contains other related provisions and other existing laws.		<b>Support</b> Advancement Project California American Civil Liberties Union of California California League of Conservation Voters Courage Campaign Dolores Heurta Foundation Indivisible CA: StateStrong National Association of Latino Elected and Appointed Officials Education Fund Partnership for the Advancement of New Americans Voices for Progress <b>Oppose</b> None
<a href="#">AB 1286</a> <a href="#">Muratsuchi D</a>  Shared mobility devices: agreements.	9/18/2020- A. CHAPTERED 9/18/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 91, Statutes of 2020.	Existing law regulates contracts for particular transactions, including those in which one person agrees to give to another person the temporary possession and use of personal property, other than money for reward, and the latter agrees to return the property to the former at a future time. This bill would require a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. The bill would require that the provider maintain a specified amount of		<b>Judiciary (text 6/6/2019)</b> <b>Support</b> AARP California Walks City of Camarillo City of Concord City of Downey City of Lomita City of Torrance

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		<p>commercial general liability insurance in a user agreement before distributing a shared mobility device within that jurisdiction. The bill would define shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. This bill contains other related provisions.</p>		<p>Consumer Attorneys of California  Consumer Federation of California  Consumer Watchdog  Courage Campaign  Disability Rights California  Environmental Defense Fund  League of California Cities  South Bay Cities Council of Governments  <b>Oppose</b>  Auto Alliance  Bay Area Council  Bicycle Product Suppliers Association  Bird  California Bicycle Coalition  Central City Association of Los Angeles  Circulate San Diego  Civil Justice Association of California  Jump/Uber  Lime  Lyft  North American Bikeshare</p>

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				Association One individual People for Bikes Personal Insurance Federation of California Razor Silicon Valley Leadership Group Spin Streets for All TechNet The Micromobility Coalition Wheels
<a href="#">AB 1350</a> <a href="#">Gonzalez D</a>  Retroactive grant of high school diplomas: COVID-19 crisis.	9/11/2020- A. CHAPTERED 9/11/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 66, Statutes of 2020.	Existing law authorizes a high school district, unified school district, county office of education, or the governing body of a charter school to retroactively grant a high school diploma to persons under specified conditions, including, among others, a person who was interned by order of the federal government during World War II. This bill would additionally authorize a high school district, unified school district, county office of education, or the governing body of a charter school to retroactively grant a high school diploma to a person who was in their senior year of high school during the 2019–20 school year; in good academic standing and on track to graduate at the end of the 2019–20 school year, as of March 1, 2020; and unable to complete the statewide graduation requirements as a result of the COVID-19 crisis.	Work With Author*  Position taken prior to amendments	<b>Education (text 6/17/2020)</b> <b>Support</b> California Charter Schools Association Los Angeles Unified School District San Diego Unified School District <b>Oppose</b> None

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<a href="#">AB 1845</a> <a href="#">Rivas, Luz</a> D  Homelessness: Office to End Homelessness.	9/15/2020- A. ENROLLED 9/15/2020- Enrolled and presented to the Governor at 3 p.m.	(1)Existing law establishes various offices within the Governor’s office with specified duties and responsibilities.This bill would create, within the Governor’s office, the Office to End Homelessness, which would be administered by the Secretary on Homelessness appointed by the Governor. The bill would require that the office serve the Governor as the lead entity for ending homelessness in California and would task the office with coordinating homeless programs, services, data, and policies between federal, state, and local agencies, among other responsibilities. The bill would require the office to exercise various powers and duties, including, among others, making recommendations to the Governor and the Legislature regarding new state policies, programs, and actions on homelessness. The bill would require the office to be comprised of specified employees serving within the state civil service and to oversee and carry out the existing mandates of the Homeless Coordinating and Financing Council, as defined and described below.This bill contains other related provisions and other existing laws.		<b>Human Services (text 7/21/2020) Support</b> 50 individuals American Family Housing Brilliant Corners California Apartment Association California Catholic Conference California Coalition for Rural Housing California Partnership to End Domestic Violence City of Santa Monica Clifford Beers Housing, INC. Community Economics, Inc. Compass Family Services Corporation for Supportive Housing County of Humboldt County of Los Angeles Board of Supervisors Destination: Home Disability Rights California Downtown Women's Center EAH Housing East Bay Housing Organizations

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				(EBHO) Fresno City Council District One Homeaid America Homefirst Services of Santa Clara County Hope 4 Restoration Housing California Housing on Merit John Burton Advocates for Youth Kings/Tulare Homeless Alliance LA Family Housing Legal Services for Prisoner With Children Los Angeles County Office of Education Los Angeles Homeless Services Authority Los Angeles Veterans Collaborative Many Mansions Mayor Eric Garcetti, City of Los Angeles National Association of Social Workers, California Chapter (NASW-CA) Non-Profit Housing Association

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				of Northern California Oakland; City of Orange County United Way Path Resident United Network Sacramento; City of San Diego Board of Supervisor, Nathan Fletcher San Diego Housing Federation San Gabriel Valley Consortium on Homelessness Self-Help Enterprises Shelter Partnership St. Joseph Center Stockton The People Concern United Way of Greater Los Angeles United Ways of California (UWCA) Valley Industry and Commerce Association (VICA) Villines Group, LLC <b>Oppose</b> None

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<a href="#">AB 1945</a> <a href="#">Salas D</a>  Emergency services: first responders.	9/11/2020- A. CHAPTERED 9/11/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 68, Statutes of 2020.	Under existing law, the California Emergency Services Act, the Governor is authorized to proclaim a state of emergency, as defined, under specified circumstances. The California Emergency Services Act also authorizes the governing body of a city, county, city and county, or an official designated by ordinance adopted by that governing body, to proclaim a local emergency, as defined. Under existing law, the Office of Emergency Services within the Governor’s office is required to, among other things, develop curriculum for first responder training, and to adopt standards and procedures for training first responder instructors. A person who violates any provision of the act is guilty of a misdemeanor. This bill would, for purposes of the California Emergency Services Act, define “first responder” as an employee of the state or a local public agency who provides emergency response services, including a peace officer, firefighter, paramedic, emergency medical technician, public safety dispatcher, or public safety telecommunicator. This bill contains other related provisions and other existing laws.		<b>Committee On Labor, Public Employment And Retirement (text 6/29/2020)</b> <b>Support</b> California Chapter of the National Emergency Number Association (CalNENA) California State Sheriffs’ Association California Statewide Law Enforcement Association County of Monterey Orange County Employees Association Peace Officers Research Association of California <b>Oppose</b> None
<a href="#">AB 2013</a> <a href="#">Irwin D</a>  Property taxation: new construction: damaged or destroyed property.	9/24/2020- A. CHAPTERED 9/24/2020- Approved by the Governor. Chaptered by Secretary of State	The California Constitution generally limits ad valorem taxes on real property to 1% of the full cash value of that property. For purposes of this limitation, “full cash value” is defined as the assessor’s valuation of real property as shown on the 1975–76 tax bill under “full cash value” or, thereafter, the appraised value of that real property when purchased, newly constructed, or a change in ownership has occurred. Existing law defines “newly constructed” and “new construction” to		<b>Governance And Finance (text 5/11/2020)</b> <b>Support</b> California Apartment Association California Assessors’ Association California Chamber of

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	- Chapter 124, Statutes of 2020.	mean any addition to real property since the last lien date and any alteration of land or of any improvement since the last lien date that constitutes a major rehabilitation thereof or that converts the property to a different use. Existing law, where real property has been damaged or destroyed by misfortune or calamity, excludes from the definition of “newly constructed” and “new construction” any timely reconstruction of the real property, or portion thereof, where the property after reconstruction is substantially equivalent to the property prior to damage or destruction. Existing law, pursuant to the authorization of the California Constitution, authorizes the transfer of the base year value of property that is substantially damaged or destroyed by a disaster, as declared by the Governor, to comparable replacement property within the same county that is acquired or newly constructed within 5 years after the disaster, as provided. This bill would authorize the owner of property substantially damaged or destroyed by a disaster, as declared by the Governor, to apply the base year value of that property to replacement property reconstructed on the same site of the damaged or destroyed property within 5 years after the disaster if the reconstructed property is comparable to the substantially damaged or destroyed property, determined as provided. The bill would specify that property is substantially damaged or destroyed for these purposes if the improvements sustain physical damage amounting to more than 50% of the improvements’ full cash value immediately prior to the disaster. The bill would		Commerce Howard Jarvis Taxpayers Association <b>Oppose</b> None

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		provide that person who owns substantially damaged or destroyed property that receives property tax relief under these provisions is not eligible to transfer the base year value of that property to a comparable replacement property, as described above. Under the bill, the adjusted base year value of the original property substantially damaged or destroyed would apply to the reconstructed property if the full cash value of the reconstructed property does not exceed 120% of the full cash value of the original property immediately prior to its substantial damage or destruction. If the full cash value of the reconstructed property exceeds 120% of the full cash value of the original property, the bill would require that the base year value of the reconstructed property be the sum of the full cash value that exceeds 120% of the full cash value of the original property plus the adjusted base year value of the original property. The bill would apply these provisions to real property damaged or destroyed by misfortune or calamity on or after January 1, 2017. This bill contains other related provisions and other existing laws.		
<a href="#">AB 2017 Mullin D</a>  Employee: sick leave: kin care.	9/4/2020- A. ENROLLED 9/4/2020-Enrolled and presented to the Governor at 2 p.m.	Existing law requires an employer who provides sick leave for employees to permit an employee to use the employee's accrued and available sick leave entitlement to attend to the illness of a family member and prohibits an employer from denying an employee the right to use sick leave or taking specific discriminatory action against an employee for using, or attempting to exercise the right to use, sick leave to attend		<b>Committee On Labor, Public Employment And Retirement (text 3/12/2020) Support</b> California Catholic Conference California Conference Board of the Amalgamated Transit Union

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		to such an illness. This bill would provide that the designation of the sick leave taken under these provisions is at the sole discretion of the employee.		California Conference of Machinists California School Employees Association California Teamsters Public Affairs Council Communications Workers of America, AFL-CIO District 9 Engineers and Scientists of California, IFPTE Local 20 Inlandboatmen's Union of the Pacific International Association of Machinists & Aerospace Workers, Air Transport Employees Professional & Technical Engineers, Local 21 UNITE HERE! United Public Employees Utility Workers Union of America <b>Oppose</b> None
<a href="#">AB 2038</a> Committee on	9/11/2020- A. CHAPTERED	(1)Existing law makes a violation of any regulation governing the standing or parking of a vehicle that is not a misdemeanor		<b>Transportation (text 5/4/2020)</b> <b>Support</b>

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Transportation  Transportation: omnibus bill.	9/11/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 70, Statutes of 2020.	punishable with a civil penalty. Existing law adds an additional \$3 penalty to any parking offense where a parking penalty, fine, or forfeiture is imposed. Existing law requires this penalty, when it is collected in the courts of the county for an infraction parking violation, to be transmitted to the Treasurer for deposit in the Trial Court Trust Fund. This bill would require this penalty to be transmitted to the Treasurer for deposit in the Trial Court Trust Fund when it is collected in the courts of the county for a parking offense. This bill contains other related provisions and other existing laws.		Judicial Council of California <b>Oppose</b> None
<a href="#">AB 2054</a> <a href="#">Kamlager</a> D  Emergency services: community response: grant program.	9/10/2020- A. ENROLLED 9/10/2020- Enrolled and presented to the Governor at 2:30 p.m.	Existing law creates the Office of Emergency Services within the office of the Governor. The office is responsible for the state's emergency and disaster response services for natural, technological, or man-made disasters and emergencies. Existing law requires the office to establish by rule and regulation various classes of disaster service workers, the scope of the duties of each class, and to adopt rules and regulations for the registration of each class of these workers. Existing law requires the office to work with advocacy groups representing the deaf and hard of hearing for the purpose of improving accessibility to emergency information and services for the populations that they serve. Existing law requires the office to develop a plan for state and local utilization of volunteers during a state of emergency. This bill would, until January 1, 2024, enact the Community Response Initiative to Strengthen Emergency Systems Act or the		<b>Governmental Organization (text 8/3/2020) Support</b> Alliance for Boys and Men of Color Alliance of Californians for Community Empowerment (ACCE) Action Alliance San Diego American Civil Liberties Union of California American Friends Service Committee Anti Police-Terror Project Anti-Defamation League Arab Resource and Organizing

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		<p>C.R.I.S.E.S. Act for the purpose of creating, implementing, and evaluating the C.R.I.S.E.S. Act Grant Pilot Program, which the act would establish. The bill would require the Office of Emergency Services to establish rules and regulations for the act with the goal of making grants to community organizations, over 3 years, for the purpose of expanding the participation of community organizations in emergency response for specified vulnerable populations. The bill would require that grantees receive a minimum award of \$250,000 per year. The bill would require a community organization receiving funds pursuant to the program to use the grant to stimulate and support involvement in emergency response activities that do not require a law enforcement officer, as specified. The bill would require the director of the office to assemble staff and resources to carry out certain duties in support of the program. This bill contains other related provisions.</p>		<p>Center (AROC) Asian Americans Advancing Justice - California Asian Pacific Environmental Network Asian Pacific Islander Re-entry and Inclusion Through Support and Empowerment Asian Prisoner Support Committee Association of Regional Center Agencies AYPAL: Building API Community Power Bay Area Christian Connection Bay Rising Bend the Arc: Jewish Action Berkeley Copwatch Berkeley Free Clinic Black Organizing Project BlueGreen Alliance Ca Council of Community Behavioral Health Agencies California Academy of Family Physicians California Association of Nonprofits</p>

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				California Attorney General, Xavier Becerra California Climate & Agriculture Network (CALCAN) California Council of Community Behavioral Health Agencies California Department of Insurance California Department of Justice California Immigrant Policy Center California Insurance Commissioner, Ricardo Lara California Pan-Ethnic Health Network California Partnership to End Domestic Violence California Psychological Association California United for a Responsible Budget (CURB) California- Stop Terrorism and Oppression by Police (STOP) Coalition Californians for Safety and

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				Justice Center for Empowering Refugees and Immigrants Center for Food Safety Central Valley Air Quality Coalition Centro Binacional Para El Desarrollo Indigena Oaxaquen Ceres Community Project Children's Defense Fund- California Chispa, a Project of Tides Advocacy City and County of San Francisco City of Lafayette City of Long Beach City of Oakland City of Sacramento Clean Water Action Clergy and Laity United for Economic Justice CommuniCare Health Centers Communities for a Better Environment Communities United for Restorative Youth Justice

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				(CURYJ) Community Alliance of Family Farmers Community Water Center Compass Family Services Consumer Attorneys of California Council on American-Islamic Relations, California County of Los Angeles Democratic Socialists of America Kern County Do No Harm Coalition Drug Policy Alliance East Bay Community Law Center (Co-Source) Ella Baker Center for Human Rights End Police Violence Collective Equal Justice Society Faith in Action East Bay Family Violence Appellate Project Fibershed First Congregational Church of Oakland Fresno Barrios Unidos

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				Friends Committee on Legislation of California GLIDE Harm Reduction Coalition Hims, INC Housing California Human Impact Partners Iamsac Foundation Imani community Church Indivisible Marin Indivisible Sausalito Initiate Justice Inland Congregations United for Change Jewish Family Service of Los Angeles Jewish Public Affairs Committee of California (JPAC) John Burton Advocates for Youth Justice for Kayla Moore Justice Teams Network Latino Coalition for a Healthy California Leadership Counsel for Justice & Accountability Legal Services for Prisoners with

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				Children (LSPC) Los Angeles County Chief Executive Office Los Angeles County District Attorney's Office March for Our Lives Action Fund Mayor Eric Garcetti, City of Los Angeles Mid-City Community Advocacy Network MILPA Momentum United Motivating Individual Leadership for Public Advancement National Association of Social Workers, California Chapters National Compadres Network National Lawyers Guild Los Angeles Natural Resources Defense Council (NRDC) Network of Bay Area Worker Cooperatives New City Church of LA NextGen California

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				Northern California Land Trust Oakland Power Projects Occidental Arts and Ecology Center One individual PICO California PLACE (People Linking Art, Community, and Ecology) PolicyLink Prevention Institute Public Health Advocates Public Health Justice Collective Root & Rebound Roots Community Health Center Roots of Change Rubicon Programs San Diego Organizing Project Showing Up for Racial Justice San Diego Showing Up for Racial Justice San Francisco Sierra Club Sierra Harvest St. Anthony Foundation Steinberg Institute Stop Terrorism and Oppression by the Police Coalition

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				Strategic Concepts in Organizing and Policy Education SURJ Marin - Showing Up For Racial Justice The Children’s Partnership The Hayward Collective The Praxis Project Transgender Advocacy Group (TAG) Transgender, GenderVariant, Intersex Justice Project True North Organizing Network UnCommon Law Union of Concerned Scientists United Domestic Workers of America/AFSCME Local 3930 W. Haywood Burns Institute Young Women's Freedom Center Youth Alive Youth Justice Coalition Youth Justice Coalition (Co-Source) <b>Oppose</b> None

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<a href="#">AB 2149</a> <a href="#">Gonzalez D</a>  Food delivery platforms.	9/24/2020- A. CHAPTERED 9/24/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 125, Statutes of 2020.	The California Retail Food Code (code) generally requires various businesses that prepare or otherwise provide food to the public to comply with uniform health and sanitation standards. The code defines “food facility” for its purposes as an operation that stores, prepares, packages, serves, vends, or otherwise provides food for human consumption at the retail level. This bill would enact the Fair Food Delivery Act of 2020, to prohibit a food delivery platform from arranging for the delivery of an order from a food facility without first obtaining an agreement with the food facility expressly authorizing the food delivery platform to take orders and deliver meals prepared by the food facility. The bill would define a “food delivery platform” as an online business that acts as an intermediary between consumers and multiple food facilities to submit food orders from a consumer to a participating food facility, and to arrange for the delivery of the order from the food facility to the consumer.		<b>Judiciary (text 8/14/2020)</b> <b>Support</b> California Labor Federation California Restaurant Association California Travel Association Small Business Majority <b>Oppose</b> Electronic Frontier Foundation Internet Association TechNet
<a href="#">AB 2542</a> <a href="#">Kalra D</a>  Criminal procedure: discrimination.	9/15/2020- A. ENROLLED 9/15/2020- Enrolled and presented to the Governor at 3 p.m.	Existing law generally prescribes the procedure for the prosecution of persons arrested for committing a crime, including pleadings, bail, pretrial proceedings, trial, judgment, sentencing, and appeals. Existing law allows a person who is unlawfully imprisoned or restrained of their liberty to prosecute a writ of habeas corpus to inquire into the cause of their imprisonment or restraint. Existing law allows a writ of habeas corpus to be prosecuted for, among other things, relief based on the use of false evidence that is substantially material or probative to the issue of guilt or punishment that		<b>Public Safety (text 8/1/2020)</b> <b>Support</b> 8th Amendment Project A New PATH (Parents for Addiction Treatment and Healing) A New Way of Life Reentry Project Alianza for Youth Justice Alliance for Boys and Men of

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		<p>was introduced at trial. This bill would prohibit the state from seeking a criminal conviction or sentence on the basis of race, ethnicity, or national origin, as specified. The bill would allow a writ of habeas corpus to be prosecuted on the basis of that prohibition, and would require the defendant to appear at the evidentiary hearing by video unless their presence in court is needed. The bill would permit a defendant to file a motion requesting disclosure of all evidence relevant to a potential violation of that prohibition that is in the possession or control of the prosecutor and would require a court, upon a showing of good cause, to order those records to be released. The bill would authorize a court that finds a violation of that prohibition to impose a remedy specified in the bill. The bill would apply its provisions to adjudications and dispositions in the juvenile delinquency system. The bill would apply its provisions only prospectively to cases in which judgment has not been entered prior to January 1, 2021. This bill contains other related provisions and other existing laws.</p>		<p>Color American Civil Liberties Union of California Anti-Recidivism Coalition Asian Law Alliance Bend the Arc: Jewish Action Black Leadership Kitchen Cabinet California Attorneys for Criminal Justice California Federation of Teachers California Immigrant Policy Center California Innocence Coalition California Labor Federation California League of United Latin American Citizens California Nurses Association California Public Defenders Association California Teachers Association Californians for Justice Californians for Safety and Justice Centro Binacional Para El Desarrollo Indígena Oaxaqueno</p>

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				Clergy and Laity United for Economic Justice Communities United for Restorative Youth Justice (CURYJ) Community Agency for Resources Advocacy and Services Consumer Attorneys of California Disability Rights California Empowering Marginalized Asian Communities Empowering Pacific Islander Communities (EPIC) Ensuring Opportunity Campaign to End Poverty in Contra Costa County Equal Justice Society Equal Justice USA Equal Rights Advocates F.U.E.L - Families United to End LWOP Felony Murder Elimination Project Friends Committee on Legislation of California

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				Huckleberry Youth Programs Human Impact Partners If/When/How: Lawyering for Reproductive Justice Immigrant Legal Resource Center Indivisible Sausalito Indivisible South Bay LA Indivisible Yolo Initiate Justice Inland Empire - Immigrant Youth Collective InnerCity Struggle Insight Center for Community Economic Development (Insight) Insight Garden Program Japanese American Citizens League - Pacific Southwest District Japanese American Citizens League, San Jose Chapter Justice LA Latinos United for a New America Lawyers Committee for Civil Rights

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				League of Women Voters of California Legal Aid at Work Legal Services for Prisoners with Children (LSPC) Long Beach Immigrant Rights Coalition Lutheran Office of Public Policy – California Mid-City Community Advocacy Network Monarch Services National Association of Social Workers, California Chapter (NASW-CA) National Center for Lesbian Rights National Center for Youth Law National Immigration Law Center NextGen California North East Medical Services Oakland Privacy Pacific Juvenile Defender Center Partnership for the Advancement of New Americans Peace Over Violence

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				People's Pottery Project Pilipino Workers Center Prevention At the Intersections Project Kinship Project Rebound Consortium Re:Store Justice San Francisco Public Defender San Jose Nikkei Resisters San Jose/Silicon Valley NAACP Santa Cruz Barrios Unidos INC. Secure Justice Sentencing Project Services, Immigrant Rights, and Education Network Showing Up for Racial Justice (SURJ) Bay Area Showing Up for Racial Justice (SURJ) Marin Smart Justice CA South Bay People Power Southeast Asia Resource Action Center Stonewall Democratic Club The Justice Collaborative Transforming Justice OC Unapologetically Hers UnCommon Law

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				Underground Scholars Initiative Berkeley United Food and Commercial Workers Union, Western States Council University of California Student Association (UCSA) USC Suzanne Dworak Peck School of Social Work's Unchained Scholars Voices for Progress W. Haywood Burns Institute White People 4 Black Lives Women For Orange County Women's Foundation of California Young Women's Freedom Center <b>Oppose</b> California District Attorneys Association California State Sheriffs' Association
<a href="#">AB 2730</a> <a href="#">Cervantes</a> D	9/11/2020- A. ENROLLED 9/11/2020-	Existing law requires a county, including a city and county, to, upon the next update to its emergency plan, integrate access and functional needs into its emergency plan by		<b>Governmental            Organization (text 7/9/2020)            Support</b>

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Access and functional needs: local government agreement for emergency management and transportation.	Enrolled and presented to the Governor at 3 p.m.	addressing, at a minimum, how the access and functional needs population, as defined, is served by emergency communications, emergency evacuation, and emergency sheltering. Existing law also requires that a county, or city and county, include representatives from the access and functional needs population when making this update. This bill would authorize a county, including a city and county, to enter into an agreement with an adjacent county, upon the request of the adjacent county, for purposes of permitting the adjacent county to borrow, for compensation, the county's emergency management and transportation services in the event of an emergency that requires the evacuation and relocation of the access and functional needs population in the adjacent county. The bill would define an "adjacent county" for these purposes as a county within the same or a contiguous mutual aid region or regions, as defined. The bill, if a county, including a city and county, chooses to enter into an agreement under the bill's provisions, would require that the county integrate the agreement into its emergency plan within 90 days of entering into the agreement.		Arc of California California State Council on Developmental Disabilities California Supported Living Network Disability Rights California National Multiple Sclerosis Society United Cerebral Palsy, California <b>Oppose</b> None
<a href="#">AB 2746 Gabriel D</a> Funding accountability:	9/15/2020- A. ENROLLED 9/15/2020- Enrolled and presented to the	Existing law provides for various public social services programs, including, among others, the California Work Opportunity and Responsibility to Kids (CalWORKs) program, under which each county provides cash assistance and other benefits to qualified low-income families and individuals. Existing law also provides for various funding		<b>Human Services (text 7/28/2020)</b> <b>Support</b> California Newspaper Publishers Association

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state funding for homelessness.	Governor at 3 p.m.	programs under which state agencies allocate or grant funding to specified entities for purposes of addressing various issues relating to homelessness. This bill would require a recipient, as defined, that receives state funds for specified CalWORKs programs related to homeless assistance, the Housing and Disability Income Advocacy Program, or state funds appropriated in the Budget Act of 2019 for a Whole Person Care pilot program, to submit a report containing specified information regarding the use of state funds to the appropriate agency. The bill would require the recipient to submit that report on a form and method provided by the agency annually. This bill contains other related provisions and other existing laws.		Jewish Public Affairs Committee of California (JPAC) <b>Oppose</b> None
<a href="#">AB 2932</a> <a href="#">O'Donnell D</a> City of Long Beach: design-build process.	9/9/2020- A. CHAPTERED 9/9/2020- Approved by the Governor. Chaptered by Secretary of State - Chapter 54, Statutes of 2020.	Existing law authorizes, until January 1, 2025, local agencies, as defined, to use the design-build contracting process for specified public works. This bill would authorize the City of Long Beach, upon approval of the city council of the City of Long Beach, to use the design-build contracting process for its contracts for curb ramps that are compliant with the Americans with Disabilities Act, in accordance with specified procedural requirements and limits. This bill contains other related provisions.		<b>Governance And Finance (text 6/10/2020)</b> <b>Support</b> City of Long Beach <b>Oppose</b> None
<a href="#">AB 2992</a> <a href="#">Weber D</a> Employment	9/11/2020- A. ENROLLED 9/11/2020- Enrolled and	(1)Existing law prohibits an employer from discharging, or discriminating or retaliating against, an employee who is a victim of domestic violence, sexual assault, or stalking, for taking time off from work to obtain or attempt to obtain relief		<b>Committee On Labor, Public Employment And Retirement (text 5/11/2020)</b> <b>Support</b>

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practices: leave time.	presented to the Governor at 3 p.m.	to help ensure the health, safety, or welfare of the victim or victim’s child. Existing law requires an employee, as a condition of taking time off for these purposes, to give the employer reasonable advance notice of the employee’s intention to take time off, unless doing so is not feasible. Existing law prohibits an employer, when an unscheduled absence occurs, from taking any action against the employee if the employee, within a reasonable time after the absence, provides a certification to the employer meeting certain criteria, including documentation from one of specified persons that the employee was undergoing treatment for specific injuries. Existing law authorizes an employee to file a complaint with the Division of Labor Standards Enforcement for a violation of that prohibition, and makes it a misdemeanor for an employer to refuse to rehire, promote, or restore an employee who has been determined to be so eligible by a grievance procedure or legal hearing. This bill would expand the above provision to prohibit an employer from discharging, or discriminating or retaliating against, an employee who is a victim of crime or abuse for taking time off from work to obtain or attempt to obtain relief, as prescribed. The bill would also prohibit an employer from taking action against an employee, when an unscheduled absence occurs, if the employee victim of crime or abuse provides certification that they were receiving services for certain injuries, or if the documentation is from a victim advocate, as defined. The bill would additionally prohibit		American Federation of State, County and Municipal Employees California Employment Lawyers Association Californians for Safety and Justice Communications Workers of America, AFL-CIO District 9 National Association of Social Workers, California Chapter (NASW-CA) United Public Employees <b>Oppose</b> CSAC-Excess Insurance Authority (CSAC-EIA)

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		such action if the employee provides certification in any other form of documentation that reasonably verifies that the crime or abuse occurred. The bill would also define “victim” and “crime” for purposes of these provisions. By expanding the definition of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
<a href="#">SB 288</a> <a href="#">Wiener D</a>  California Environmental Quality Act: exemptions: transportation-related projects.	9/10/2020- S. ENROLLED 9/10/2020- Enrolled and presented to the Governor at 3 p.m.	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would further exempt from the requirements of CEQA certain projects, including projects for the institution or increase of new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way, as specified, whether or not the right-of-way is in use for public mass transit, as specified, and projects for the designation and conversion of general purpose lanes, high-occupancy toll lanes, high-occupancy vehicle	Support	<b>Natural Resources (text 7/27/2020)</b> <b>Support</b> Alameda-Contra Costa Transit District City & County of San Francisco Mayor London Breed City of Oakland Greenbelt Alliance Metropolitan Transportation Commission Napa Valley Transportation Authority Sacramento Area Council of Governments San Bernardino Associated Governments San Diego Regional Chamber of Commerce

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		<p>lanes, or highway shoulders, as specified. The bill would additionally exempt transit prioritization projects, projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians, projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses, projects carried out by a city or county to reduce minimum parking requirements, and projects for pedestrian and bicycle facilities. The bill would, except as provided, require those exempt projects to meet additional specified criteria, including that a public agency is carrying out the project and is the lead agency for the project. The bill would, except as provided, require the lead agency to certify that those projects will be carried out by a skilled and trained workforce, except as provided. For those exempted projects exceeding \$100,000,000 in 2020 United States dollars, the bill, except as provided, would require the lead agency to complete and consider the results of a project business case and a racial equity analysis, as prescribed, would require the lead agency, before exempting a project from CEQA, to hold at least 3 noticed public meetings in the project area to hear and respond to public comments, would require the lead agency, in at least one of those public meetings, to review the project business case and the racial equity analysis, and would require the lead agency to conduct at least 2 noticed public meetings annually during project construction for the public to provide comments. If the lead agency determines to carry out a project exempt under the</p>		<p>Seamless Bay Area Shasta Living Streets Silicon Valley Leadership Group Transbay Coalition Ventura County Transportation Commission <b>Oppose</b> Associated Builders and Contractors - Southern California Chapter California Environmental Justice Alliance Center on Race, Poverty &amp; the Environment Communities for a Better Environment Physicians for Social Responsibility - Los Angeles Plumbing-Heating-Cooling Contractors of California Sierra Club California Sunset-Parkside Education And Action Committee (Speak) Western Electrical Contractors Association</p>

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		above provisions, the bill would require the lead agency to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the project is located. The bill would repeal the above-described exemptions on January 1, 2023. This bill contains other related provisions and other existing laws.		
<a href="#">SB 739</a> <a href="#">Stern D</a>  Elections: vote by mail ballots and false or misleading information.	9/18/2020- S. CHAPTERED 9/18/2020- Approved by the Governor. Chaptered by Secretary of State. Chapter 109, Statutes of 2020.	Existing law requires county elections officials to mail a vote by mail ballot to every registered voter for the November 3, 2020, statewide general election. Existing law requires elections officials to include with the county voter information guide an application for a vote by mail ballot. This bill would make this requirement to include with the county voter information guide an application for a vote by mail ballot inapplicable for the November 3, 2020, statewide general election. This bill contains other related provisions and other existing laws.		<b>Elections And Redistricting (text 7/27/2020)</b> <b>Support</b> California League of Conservation Voters Secretary of State Alex Padilla <b>Oppose</b> None
<a href="#">SB 757</a> <a href="#">Allen D</a>  California Environmental Quality Act: environmental leadership projects: fixed guideway.	9/8/2020- S. ENROLLED 9/8/2020-Enrolled and presented to the Governor at 2 p.m.	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	Sponsor	<b>Natural Resources (text 7/27/2020)</b> <b>Support</b> City of Los Angeles Los Angeles County Metro Transportation Authority <b>Oppose</b> California Judges Association Judicial Council of California

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		substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA. This bill would additionally include projects to construct a fixed guideway, as defined, and related fixed facilities meeting certain conditions as projects that are eligible for certification by the Governor under the leadership act. The bill would provide that the certification by the Governor expires if the lead agency fails to approve the project by January 1, 2024. Because a lead agency would be required to prepare the record of proceedings for these projects, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Western Electrical Contractors Association
<a href="#">SB 895</a> <a href="#">Archuleta</a> D  Energy: zero-emission fuel, infrastructure, and transportation technologies.	9/24/2020- S. CHAPTERED 9/24/2020- Approved by the Governor. Chaptered by Secretary of State. Chapter 120, Statutes of 2020.	Existing law requires the State Energy Resources Conservation and Development Commission, within the limits of available funds, to provide technical assistance and support for the development of petroleum diesel fuels that are as clean or cleaner than alternative clean fuels and clean diesel engines. This bill would instead require the commission, within the limits of available funds, to provide technical assistance and support for the development of zero-emission		<b>Natural Resources (text 1/28/2020)</b> <b>Support</b> Ballard Fuel Cell Systems, Inc. California Electric Transportation Coalition (CaETC) California Hydrogen Coalition California Manufacturers and

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		fuels, zero-emission fueling infrastructure, and zero-emission fuel transportation technologies.		Technology Association GM Cruise, LLC Sempra Energy South Coast Air Quality Management District <b>Oppose</b> None
<a href="#">SB 905</a> <a href="#">Archuleta D</a>  Criminal history information requests.	9/8/2020-S. ENROLLED 9/8/2020-Enrolled and presented to the Governor at 2 p.m.	Existing law directs the Attorney General to furnish state summary criminal history information, as defined, to specified individuals, organizations, and agencies when necessary for the execution of official duties or to implement a statute or regulation. Existing law also directs the Attorney General to disseminate federal criminal history information when specifically authorized and upon a showing of compelling need. Existing law authorizes a human resource agency or an employer to request from the Department of Justice records of all convictions or any arrest pending adjudication involving specified offenses of a person who applies for a license, employment, or volunteer position, in which they would have supervisory or disciplinary power over a minor or any person under their care. Existing law requires a request for records to include the applicant's fingerprints and any other data specified by the department. Existing law requires the department to furnish the information to the requesting employer and to send a copy of the information to the applicant. This bill would establish		<b>Public Safety (text 5/21/2020)</b> <b>Support</b> California Catholic Conference California Department of Justice California Public Defenders Association Oakland Privacy San Francisco Public Defender <b>Oppose</b> None

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		procedures for individuals, organizations, and agencies to request a fingerprint-based criminal history information check from the Department of Justice. This bill would establish a process for communication between the department and the Federal Bureau of Investigation and require a department response to the requesting individual, organization, or agency. This bill would prohibit the department from requiring the applicant's residence address for the purpose of these requests..		
<a href="#">SB 912</a> <a href="#">Beall D</a>  California Fostering Connections to Success Act.	9/4/2020-S. ENROLLED 9/4/2020-Enrolled and presented to the Governor at 4:30 p.m.	Existing law, the California Fostering Connections to Success Act, revises and expands the scope of various programs relating to the provision of cash assistance and other services to and for the benefit of certain foster and adopted children, and other children who have been placed in out-of-home care, including children who receive Aid to Families with Dependent Children-Foster Care (AFDC-FC), Adoption Assistance Program, California Work Opportunity and Responsibility to Kids (CalWORKs), and Kinship Guardianship Assistance Payment (Kin-GAP) benefits. Among other provisions, the act extends specified foster care benefits to nonminor dependents up to 21 years of age, if specified conditions are met. Under this bill, a nonminor dependent who turned 21 years of age between March 4, 2020, and June 30, 2021, inclusive, would be eligible to continue receiving extended foster care support through June		<b>Human Services (text 7/27/2020)</b> <b>Support</b> Beyond Emancipation California Judges Association California Youth Connection Center for Juvenile Law and Policy John Burton Advocates for Youth Legal Services for Children National Association of Social Workers, California Chapter (NASW-CA) Public Counsel Voices Youth Centers <b>Oppose</b>

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		30, 2021. This bill contains other related provisions and other existing laws.		None
<a href="#">SB 921</a> <a href="#">Dahle</a> R  State highways: Route 174: relinquishment.	9/11/2020- S. CHAPTERED 9/11/2020- Approved by the Governor. Chaptered by Secretary of State. Chapter 82, Statutes of 2020.	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for the California Transportation Commission to adopt a highway on an authorized route. Existing law requires the commission to relinquish to local agencies state highway portions that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. This bill would authorize the commission to relinquish to the City of Grass Valley the portion of Route 174 within its city limits if the department and the city enter into an agreement providing for that relinquishment, as specified.		<b>Transportation (text 2/4/2020)</b> <b>Support</b> City of Grass Valley <b>Oppose</b> None
<a href="#">SB 940</a> <a href="#">Beall</a> D  Housing Crisis Act of 2019: City of San Jose.	9/10/2020- S. ENROLLED 9/10/2020- Enrolled and presented to the Governor at 3 p.m.	The Housing Crisis Act of 2019 prohibits an affected county or affected city, as defined, from enacting a development policy, standard, or condition that would change the general plan land use designation, specific plan land use designation, or zoning of a parcel or parcels of property to a less intensive use below what was allowed under the land use designation and zoning ordinances of the affected county or affected city in effect on January 1, 2018. The act does not prohibit an affected county or an affected city from changing a land use designation or zoning ordinance to a less intensive use if the city or county concurrently changes the development		<b>Housing And Community Development (text 7/27/2020)</b> <b>Support</b> Bill Wilson Center Building Industry Association of the Bay Area California Building Industry Association California Native Plant Society City of San José (Co-Sponsor) County of Santa Clara

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		standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity. This bill would authorize the City of San Jose to proactively change a zoning ordinance to a more intensive use and use the added capacity to subsequently change a zoning ordinance applicable to an eligible parcel, as defined, to a less intensive use as long as there is no net loss in residential capacity. The bill would require that the change to a zoning ordinance to a less intensive use pursuant to these provisions occur within one year of the change to the zoning ordinance to a more intensive use. This bill contains other related provisions and other existing laws.		Green Foothills Greenbelt Alliance Midpeninsula Regional Open Space District Santa Clara Valley Audubon Society Santa Clara Valley Open Space Authority Sierra Club California <b>Oppose</b> None
<a href="#">SB 1159</a> <a href="#">Hill D</a> Workers' compensation: COVID-19: critical workers.	9/17/2020- S. CHAPTERED 9/17/2020- Approved by the Governor. Chaptered by Secretary of State. Chapter 85, Statutes of 2020.	Existing law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee, as defined, for injuries sustained in the course of employment. Existing law creates a disputable presumption that specified injuries sustained in the course of employment of a specified member of law enforcement or a specified first responder arose out of and in the course of the employment. Existing law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Existing case law provides for how certain presumptions may be rebutted. This bill would define "injury" for an employee to		<b>Insurance (text 8/3/2020)</b> <b>Support</b> None <b>Oppose</b> Acclamation Insurance Management Services Advanced Medical Technology Association African American Farmers of California Agricultural Council of California Allied Managed Care (AMC) American Pistachio Growers

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		<p>include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. The bill would create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. The bill would limit the applicability of the presumption under certain circumstances. The bill would require an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. The bill would also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Until January 1, 2023, the bill would allow for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill contains other related provisions.</p>		<p>American Property Casualty Insurance Association American Staffing Association Association of California HealthCare Districts Association of California School Administrators Association of California Water Agencies Association of Claims Professionals Auto Care Association Beta Healthcare Group breckpoint California Alliance of Self-Insured Groups, Inc. California Association of Health Facilities California Association of Joint Powers Authorities (CAJPA) California Association of School Business Officials California Association of Winegrape Growers California Beer and Beverage Distributors California Building Industry</p>

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				Association California Cattlemen’s Association California Chamber of Commerce California Citrus Mutual California Coalition on Workers’ Compensation California Construction and Industrial Materials Association California Cotton Growers and Ginners Associations California Farm Bureau Federation California Farm Labor Contractor Association California Forestry Association California Fresh Fruit Association California Grocers Association California Hospital Association California Land Title Association California League of Food Producers California Manufacturers and Technology Association

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				California Municipal Utilities Association California Pool and Spa Association California Restaurant Association California Retailers Association California Rice Commission California Schools JPA California Self Storage Association California Special Districts Association California Staffing Professionals California State Association of Counties California Strawberry Commission California Travel Association CAWA – Representing the Automotive Parts Industry CompAlliance County of Monterey Exclusive Risk Management Authority of California Family Business Association of California

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				Far West Equipment Dealers Association Grower Shipper Association of Central California Independent Insurance Agents and Brokers of California Lake Elsinore Unified School District League of California Cities Los Angeles Area Chamber of Commerce Michael Sullivan & Associates, LLC. Milk Producers Council National Association of Mutual Insurance Companies National Federation of Independent Business Nisei Farmers League Personal Insurance Federation of California Public Risk Innovation, Solutions, and Management Rural County Representatives of California (RCRC) Self-Insurance Risk Management Authority I

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				Special District Risk Management Authority The Council of Insurance Agents and Brokers United Ag United Hospital Association Urban Counties of California West San Gabriel JPA California Association of Winegrape Growers Western Agricultural Processors Association Western Growers Association Western Insurance Agents Association Western Occupational and Environmental Medical Association Western Plant Health Association Western United Dairies
<a href="#">SB 1196</a> <a href="#">Umberg D</a> Price gouging.	9/10/2020- S. ENROLLED 9/10/2020- Enrolled and presented to the	Under existing law, upon the proclamation of a state of emergency, as defined, by the President of the United States or the Governor, or upon the declaration of a local emergency, as defined, by the executive officer of any county, city, or city and county, and for 30 days following the proclamation or		<b>Public Safety (text 7/27/2020)</b> <b>Support</b> AARP AARP California Alameda County District

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	Governor at 3 p.m.	<p>declaration of emergency, it is a misdemeanor for a person, contractor, business, or other entity to sell or offer to sell certain goods or services for a price 10% greater than the price charged by that person immediately prior to the proclamation or declaration of emergency. Existing law makes a greater price increase lawful under these provisions if the person can prove that the increase in price was directly attributable to additional costs imposed on it by the supplier of the goods, or directly attributable to additional costs for the labor or materials used to provide the services, during the state of emergency or local emergency, and the price is no more than 10% greater than the total of the cost to the seller plus the markup customarily applied by the seller. Existing law authorizes the local legislative body, local official, Governor, or Legislature, to extend the duration of this prohibition for additional 30 day periods, if deemed necessary to protect the lives, property, or welfare of the citizens. This bill would expand that crime to also include selling or offering to sell those goods or services for a price 10% greater than the price charged immediately prior to a date set by the proclamation or declaration of emergency. The bill would also make it a crime for a person, contractor, business, or other entity who did not charge a price for the goods or services immediately prior to the proclamation or declaration of emergency to charge a price that is more than 50% greater than the seller's existing costs, as specified. The bill would authorize the Governor or the Legislature to extend the</p>		<p>Attorney's Office California Association of Health Services at Home (CAHSAH) California Dental Association California District Attorneys Association California Law Enforcement Association of Records Supervisors Calpirg, California Public Interest Research Group Center for Public Interest Law, University of San Diego School of Law City of Thousand Oaks Consumer Federation of California Consumer Protection Coalition County of San Diego District Attorney of Santa Clara County District Attorney, Fresno County Los Angeles County District Attorney's Office Orange County District Attorney Orange; County Of Riverside Sheriffs' Association</p>

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		<p>duration of these prohibitions for periods greater than 30 days, and during the extension, authorize specified price increases that exceed the otherwise permissible amount, as specified. This bill would make those crimes punishable as a misdemeanor. By expanding the scope of a crime, this bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>San Diego District Attorney San Diego Districts Attorney's Office San Diego; County Of Santa Barbara County District Attorney's Office Sonoma County District Attorney <b>Oppose</b> Association of California Egg Farmers California Association of Wheat Growers California Bean Shippers Association California Farm Bureau Federation California Grain and Feed Association California Seed Association California Warehouse Association Pacific Coast Rendering Association Pacific Egg and Poultry Association</p>

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<a href="#">SB 1291</a> Committee on Transportation Federal Statewide Transportation Improvement Program: submissions.	9/18/2020- S. CHAPTERED 9/18/2020- Approved by the Governor. Chaptered by Secretary of State. Chapter 113, Statutes of 2020.	Existing law provides for the allocation of certain federal transportation funds apportioned to the state between state purposes administered by the Department of Transportation and local and regional purposes administered by various regional agencies. Existing law requires each metropolitan planning organization and transportation planning agency, not later than October 1 of each even-numbered year, to submit its Federal Transportation Improvement Program to the department for incorporation into the Federal Statewide Transportation Improvement Program, which existing law requires the department to submit to the United States Secretary of Transportation by not later than December 1 of each even-numbered year. This bill would provide that a metropolitan planning organization or transportation planning agency is not required to submit a Federal Transportation Improvement Program to the department, and the department is not required to submit the Federal Statewide Transportation Improvement Program to the secretary, for 2020. This bill contains other related provisions.		<b>Transportation (text 4/3/2020) Support</b> Association of Monterey Bay Area Governments California Association of Councils of Governments (CALCOG) Council of Fresno County Governments Council of San Benito County Governments Madera County Transportation Commission Orange County Transportation Authority Placer County Transportation Planning Agency Sacramento Area Council of Governments San Diego Association of Governments San Luis Obispo Council of Governments Santa Barbara County Association of Governments Santa Cruz Regional Transportation Commission

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				Shasta Regional Transportation Agency Southern California Association of Governments Stanislaus Council of Governments Transportation Agency for Monterey County Transportation California Ventura County Transportation Commission <b>Oppose</b> None
<a href="#">SB 1351</a> <a href="#">Beall D</a>  Transportation improvement fee: revenue bonds.	9/10/2020- S. ENROLLED 9/10/2020- Enrolled and presented to the Governor at 3 p.m.	Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various revenues for the program in the Road Maintenance and Rehabilitation Account, including specified portions of revenues from certain fuel excise taxes, a road improvement fee imposed on certain zero-emission vehicles, and the transportation improvement fee. Existing law imposes the transportation improvement fee under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and an inflation adjustment, and requires the fee to be collected at the same time and in the same manner as the vehicle		<b>Transportation (text 8/6/2020)</b> <b>Support</b> Professional Engineers in California Government <b>Oppose</b> None

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		<p>registration fee. Existing law requires revenues in the Road Maintenance and Rehabilitation Account to be annually allocated by first making specified deductions for various specified purposes and then continuously appropriating the remaining revenues in the account 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. This bill would create the Transportation Improvement Fee Subaccount in the Road Maintenance and Rehabilitation Account and would transfer the revenues from the transportation improvement fee that are deposited in the Road Maintenance and Rehabilitation Account to the subaccount. The bill would continuously appropriate the revenues in the subaccount to the department and cities and counties as part of the same appropriation made to those entities from the Road Maintenance and Rehabilitation Account. The bill would prohibit the revenues in the subaccount from being used to satisfy the above-described deductions from the Road Maintenance and Rehabilitation Account, except under specified circumstances. The bill would require the revenues in the subaccount to be used first to satisfy the 50% allocation to the department and would require those revenues to be deposited in the State Highway and SHOPP TIF Account, which the bill would create in the</p>		

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Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		State Transportation Fund. This bill contains other related provisions.		

**FEDERAL LEGISLATION**

BILL/AUTHOR	DESCRIPTION	STATUS
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<p><b>H. R. 7389</b></p> <p><b>Rep. Ayanna Pressley (D-MA)</b></p>	<p><b>“Freedom to Move Act”</b> Would establish a \$5 billion competitive grant program to offset fare revenues for transit agencies across the United States in order to promote fare-free public transit systems.</p>	<p>08/27/20 - Board adopts a Support position 06/29/2020 Referred to the House Committee on Transportation and Infrastructure, Subcommittee on Highways and Transit</p>
<p><b>H. R. 2</b></p> <p><b>Rep. Peter DeFazio (D-OR)</b></p>	<p><b>“New Vision for the Environment and Surface Transportation in America Act” INVEST in America Act</b></p> <p>The INVEST in America Act makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund. This total is an increase of over 60% above the current surface transportation bill. The bill also includes a number of policy priorities that Metro has advocated for including Local Hire, Projects of National and Regional Significance, New Starts, and workforce development.</p>	<p>8/5/20 – Passed the House on July 1, 2020 and awaiting Senate action. 6/25/20 - Board adopts a Support position</p>
<p><b>H.R. 6800</b></p> <p><b>Rep. Nita Lowey (D-NY)</b></p>	<p><b>“Health and Economic Recovery Omnibus Emergency Solutions Act” HEROES ACT</b></p> <p><u>Highways</u></p> <ul style="list-style-type: none"> <li>\$15 billion in highway formula funds (funding is from the Treasury’s General Fund vs. Highway Trust Fund) to mitigate the effects of COVID-19 including staff salaries and other administrative expenses. The funding will be distributed to states</li> </ul>	<p>5/15/2020 – Scheduled for Vote in House of Representatives</p>

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	<p>in the same way as FY 2020 highway funding was distributed. States may also use their remaining FY 2020 highway funding for administrative and operations expenses.</p> <p><u>Transit</u></p> <ul style="list-style-type: none"> <li>• \$15.75 billion operating assistance grants related to COVID-19 response at 100% federal share. Funding can be used for “reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service”.             <ul style="list-style-type: none"> <li>○ \$11.75 billion will be distributed by formula to “urbanized areas with populations over 3,000,000”: 15 percent distributed under the Section 5307 Urbanized Area Formula and 85 percent under the Section 5337 State Of Good Repair Formula.</li> <li>○ \$4 billion will be available for “grants to transit agencies that, as a result of coronavirus, require significant additional assistance to maintain basic transit services.”</li> </ul> </li> </ul>	
<p><b>H. R. 748</b></p> <p><b>Rep. Joe Courtney (D-CT)</b></p>	<p><b>CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY ACT (CARES ACT)</b></p> <ul style="list-style-type: none"> <li>• Provides \$25 Billion nationwide in emergency funding for transit agencies responding to the Covid-19 crisis.</li> <li>• Provides assistance and protection for workers to respond and care for family during the Covid-19 crisis.</li> <li>• Provides assistance to businesses impacted by Covid-19.</li> </ul>	<p>3/27/2020 – Signed into law by the President</p>

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	<p>This bill responds to the COVID-19 (i.e., coronavirus disease 2019) outbreak and its impact on the economy, public health, state and local governments, individuals, and businesses.</p> <p>The bill provides FY2020 supplemental appropriations for federal agencies to respond to the COVID-19 outbreak. The supplemental appropriations are designated as emergency spending, which is exempt from discretionary spending limits.</p> <p>In addition, the bill funds various loans, grants, and other forms of assistance for businesses, industries, states, local governments, and hospitals; provides tax rebates of up to \$1,200 per individual and an additional \$500 per child, subject to limits based on adjusted gross income; temporarily expands unemployment benefits; and suspends payments and interest on federal student loans.</p> <p>The bill includes several other provisions that modify a wide range of programs and requirements, including those regarding oversight of the activities and funding authorized by this bill; the tax treatment of withdrawals from retirement accounts, business income, losses, and charitable contributions; medical product supplies; health insurance coverage for COVID-19 testing and vaccinations; the health care and aviation workforces; mortgage payments, evictions, and foreclosures for properties with federally backed mortgages; student loans and financial aid; aviation excise taxes; Medicare and Medicaid; the Food and Drug Administration drug approval process; the emergency paid sick leave program;</p>	
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	banking and accounting rules; and the U.S. Postal Service's borrowing authority.	
<b>H.R. 1865</b>  U.S. Representative Bill Pascrell (D – NJ)	<b>FURTHER CONSOLIDATED APPROPRIATIONS ACT, 2020</b>  Funds the U.S. Department of Transportation programs and projects for the balance of Federal Fiscal Year 2020.	12/20/19 – Signed into law by the President 12/19/19 – passed by the U.S. Senate 12/17/19 – passed by the U.S. House of Representatives
<b>Senate Bill 1790</b>  Senator James Inhofe (R – OK)	<b>NATIONAL DEFENSE AUTHORIZATION ACT</b>  Authorizes Department of Defense programs – includes language with respect to prohibitions on the use of federal funds for procuring rolling stock from China.	12/20/19 – Signed into law by the President 12/17/19 – passed by the U.S. Senate 12/11/19 – passed by the U.S. House of Representatives

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<p><b>Senate Bill 352</b></p> <p>Senator John Cornyn (R-TX) And Senator Mark Warner (D-VA)</p>	<p><b>“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT</b></p> <p>The U.S. Department of Transportation (USDOT) currently has a statutory cap (\$15 billion) on the amount of Private Activity Bonds available for approval to finance infrastructure projects. USDOT has issued and allocated a total of \$12.4 billion in Private Activity Bonds, leaving just over \$2.5 billion available nationwide. It is expected that future project approvals throughout the nation will continue to decrease the amount of Private Activity Bonds available. S. 352 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.</p>	<p>Senate – Referred to Committee on Finance</p>
<p><b>H.R. 1139</b></p> <p>U.S. Representative Grace Napolitano (D- CA)</p>	<p><b>THE TRANSIT WORKER AND PEDESTRIAN PROTECTION ACT</b></p> <p>Would give transit agencies two years to develop a Bus Operations Safety Risk Reduction Program in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT).</p> <p>The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs:</p> <ul style="list-style-type: none"> <li>• Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators</li> <li>• De-escalation training for bus operators</li> <li>• Modified bus specifications and retrofits to reduce visibility impairments</li> <li>• Driver assistance technology that reduces accidents</li> <li>• Installation of enhanced bus driver seating to reduce ergonomic injuries</li> </ul> <p>This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT’s National Transit Database (NTD).</p>	<p>7/29/18 – Metro Board approves Support Work With Author position for a similar bill</p> <p>House - Referred to the Subcommittee on Highways and Transit</p>

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<p><b>Senate Bill 2164</b>  Rep. Julia Brownley (D-Ventura County)</p>	<p><b>THE GREEN BUS ACT OF 2019</b> The bill would increase funding for the federal zero-emission bus grant programs. The bill would also give preference to agencies that have an approved plan to move their bus fleets to all zero emission buses. Lastly, the bill would require that all federal funding be restricted to only zero-emission buses by 2029.</p>	<p>House - Referred to the Subcommittee on Highways and Transit</p>
<p><b>H.R. 4101/S. 2404</b>  Representative Karen Bass (CA-37) and U.S. Senator Kirsten Gillibrand</p>	<p><b>BUILD LOCAL, HIRE LOCAL ACT</b> This bill would allow for geographic based hiring to take place on federally funded projects, among other provisions related to U.S. Employment Plan use, and transparency and accountability provisions related to Buy America. The legislation, if approved in its current form, would require the use of Local Hire on all federally funded infrastructure projects, not just projects funded through U.S. Department of Transportation. The bill includes an increase in the required set-aside for SBE and DBE participation for federally funded contracts. The bill also develops new best value procurement standards that give preference to bids that use the U.S. Employment Plan.</p>	<p>9/26/19: Board adopts a Support position</p>
<p><b>Senate Bill 2302</b>  U.S. Senator John Barrasso (R-WY)</p>	<p><b>America's Transportation Infrastructure Act of 2019</b> This bill reauthorizes, for a period of five years, the highway title and programs included in the surface transportation authorization bill. The ATIA is largely a bill that builds on the FAST Act – while making very few changes to existing formula funding programs. The bill would provide \$287 billion over five years (\$259 billion for formula programs), which represents an increase of 27% over the FAST Act authorized funding levels. The legislation authorizes over \$6 billion in new competitive grants for shovel ready bridge investments. The legislation provides \$5.5 billion for the Nationally Significant Freight and Highway Projects Program. The bill provides over \$4.9 billion over five years to protect roadways and bridges from natural disasters, such as extreme weather events. The legislation also</p>	<p>9/26/19: Board adopts a Work with Author position</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto  
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 10/2/20  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
 State and Federal Legislative Matrix  
 October 2020  
 Metro Government Relations**

	<p>authorizes \$125 million for a national research program and statewide pilot projects to test road usage fees and other alternatives to the existing 18.4 cent federal gas tax.</p>	
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