

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
February 2022  
Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
<a href="#">AB 30</a> <a href="#">Kalra D</a>  Outdoor access to nature: environmental equity.	2/1/2022-S. RLS. 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes various state agencies, including the Natural Resources Agency, which consists of various departments, including the Department of Conservation, the Department of Fish and Wildlife, and the Department of Parks and Recreation. Existing law vests in the Natural Resources Agency various powers, including those related to conservation of lands. Existing law establishes, within state agencies, state departments, including the Department of Transportation under the Transportation Agency. This bill would declare that it is the established policy of the state that all Californians have safe and affordable access to nature and access to the benefits of nature, among other things. The bill would require all relevant state agencies, including the Natural Resources Agency, state departments, including the Department of Transportation, and their respective departments, boards, and commissions to incorporate this state policy when revising, adopting, or establishing policies, regulations, and grant criteria, or making expenditures, pertinent to the uses of outdoor access to nature, as provided.		<b>Water, Parks And Wildlife (text 3/22/2021) Support</b> Akoma Unity Center Alliance of Nurses for Healthy Environments Audubon California Azul California Association of Recreation and Park Districts California Coastal Protection Network California Coastkeeper Alliance California League of Conservation Voters California Native Plant Society California ReLeaf California State Parks Foundation California Trout Carbon Cycle Institute Center for Biological Diversity Chicano Indigenous Community for Culturally Conscious Advocacy & Action Community Nature Connection Defenders of Wildlife

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				Environmental Defense Fund Latino Outdoors Los Angeles Conservation Corps Los Angeles Neighborhood Land Trust Midpeninsula Regional Open Space District Mono Lake Committee Native American Community Council of San Bernardino and Riverside Counties Nature for All NRDC Pacific Forest Trust Planning and Conservation League S.F. Bay Physicians for Social Responsibility San Jose Conservation Corps & Charter School Surfrider Foundation Trout Unlimited YES Nature to Neighborhoods Yoots <b>Oppose</b> None

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<a href="#">AB 581</a> <a href="#">Irwin D</a> Cybersecurity.	2/1/2022-S. RLS. 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law establishes the Office of Information Security within the Department of Technology, under the direction of the Chief of the Office of Information Security, for the purpose of ensuring the confidentiality, integrity, and availability of state systems and applications and to promote and protect privacy as part of the development and operations of state systems and applications to ensure the trust of the residents of this state. The law requires an entity within the executive branch that is under the direct authority of the Governor to implement the policies and procedures issued by the office. The law additionally authorizes the office to conduct, or require to be conducted, an independent security assessment of every state agency, department, or office, as specified. The law authorizes the Military Department to perform an independent security assessment of any state agency, department, or office. This bill would require all state agencies, as generally defined, to review and implement specified National Institute of Standards and Technology (NIST) guidelines for, among other things, reporting, coordinating, publishing, and receiving information about a security vulnerability relating to information systems and the resolution thereof, no later than July 1, 2023. The bill would require the chief to review the NIST guidelines and to create, update, and publish any appropriate standards or procedures in the State Administrative Manual and Statewide Information Management Manual to apply the NIST guidelines to state agencies and state entities no later than April 1, 2023. The bill would authorize a state agency, and require certain state agencies and state entities, to satisfy their requirement to implement NIST guidelines		<b>Accountability And Administrative Review (text 3/25/2021) Support Splunk, Inc Oppose None</b>

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		by adopting those standards and procedures published in the State Administrative Manual and Statewide Information Management Manual. The bill would require the office to provide assistance to any state agency or state entity that requests assistance in implementing the guidelines or the standards and procedures, and to provide operational and technical assistance to state agencies and state entities on reporting, coordinating, publishing, and receiving information about cybersecurity vulnerabilities of information systems, until that agency or entity withdraws their request for assistance with implementation or cybersecurity.		
<a href="#">AB 682 Bloom D</a> Planning and zoning: density bonuses: cohousing buildings.	1/27/2022-S. RLS. 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.	Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income, lower income, or very low income households and meets other requirements. This bill would additionally require that a density bonus be provided under these provisions to a developer who agrees to construct a housing development that is a cohousing building, as defined, that meets specified requirements and will contain either 10% of the total square footage for lower income households, as defined, or 5% of the total square footage for very low income households, as defined. The bill would prohibit the city, county, or city and county from requiring any minimum unit size requirements or minimum bedroom requirements in conflict with the bill's provisions,		<b>Local Government (text 1/3/2022)</b> <b>Support</b> Abundant Housing LA California YIMBY cityLAB-UCLA East Bay for Everyone Turner Center for Housing Innovation at the University of California, Berkeley <b>Oppose</b> None

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		requirement for the project to provide private open space, or maximum limit on density with respect to a cohousing building eligible for a density bonus under these provisions. The bill would also make a technical change to the Density Bonus Law by deleting certain duplicative provisions. This bill contains other related provisions and other existing laws.		
<a href="#">AB 1001 Garcia, Cristina D</a>  Environment: mitigation measures for air and water quality impacts: environmental justice.	2/1/2022-S. RLS. 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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 authorize mitigation measures, identified in an environmental impact report or mitigated negative declaration to mitigate the adverse effects of a project on air or water quality of a disadvantaged community, to include measures for avoiding, minimizing, or compensating for the adverse effects on that community. The bill would require compensating measures, included as mitigation measures, to mitigate those effects directly in the affected disadvantaged community. The bill would require all public agencies, in implementing CEQA, to give consideration to the principles of		<b>Natural Resources (text 1/3/2022)</b> <b>Support</b> Coalition for Clean Air <b>Oppose</b> African American Farmers of California Agricultural Energy Consumers Association American Pistachio Growers Building Owners and Managers Association of California California Building Industry Association California Business Properties Association California Chamber of Commerce California Cotton Growers and

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		environmental justice, as provided, by ensuring the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. Because the bill would impose additional duties on the lead agency, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Ginners Associations California Farm Bureau Federation California Fresh Fruit Association California Manufacturers and Technology Association California Metals Coalition California Walnut Commission Chemical Industry Council of California NAIOP of California Nisei Farmers League Western Agricultural Processors Association Western Growers Association Western Independent Refiners Association Western States Petroleum Association
<a href="#">AB 1232</a> <a href="#">McCarty</a> D  Community colleges: nonresident	1/27/2022-S. RLS. 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first	Existing law establishes the California Community Colleges under the administration of the Board of Governors of the California Community Colleges. Existing law also authorizes the establishment of community college districts, and further authorizes the operation, by these districts, of community college campuses that offer instructional services throughout the state.		<b>Higher Education (text 1/4/2022)</b> <b>Support</b> None <b>Oppose</b> None

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tuition fees: English as a second language courses.	time. To Com. on RLS. for assignment.	Existing law authorizes community college districts to admit nonresident students, and requires community college districts to charge a tuition fee to nonresident students, with specified exceptions. This bill would add an exception to the requirement for payment of nonresident tuition for specified nonresident students enrolled in a credit English as a second language course. To the extent that this provision would impose new duties on community college districts, it would constitute a state-mandated local program.		
<a href="#">AB 1445</a> <a href="#">Levine</a> D  Planning and zoning: regional housing need allocation: climate change impacts.	2/1/2022-S. RLS. 2/1/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Would, commencing January 1, 2025, require that a council of governments, a delegate subregion, or the Department of Housing and Community Development, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change.		<b>Local Government (text 1/3/2022) Support</b> League of Women Voters of California Sierra Club California <b>Oppose</b> None
<a href="#">AB 1626</a> <a href="#">Nguyen</a> R  Motor Vehicle Fuel Tax Law: limitation on adjustment.	1/10/2022-A. PRINT 1/11/2022-From printer. May be heard in committee February 10.	Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual		

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		adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.		
<a href="#">AB 1638</a> <a href="#">Kiley R</a>  Motor Vehicle Fuel Tax Law: suspension of tax.	1/12/2022-A. PRINT 1/13/2022-From printer. May be heard in committee February 12.	Existing law, the Motor Vehicle Fuel Tax Law, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. This bill would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation. This bill contains other related provisions.		
<a href="#">AB 1644</a> <a href="#">Burke D</a>  Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021	1/20/2022-A. L. & E. 1/20/2022-Referred to Coms. on L. & E. and NAT. RES.	The California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. Existing law, beginning in the 2022–23 fiscal year through the 2028–29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel		

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		reduction projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. This bill contains other related provisions and other existing laws.		
<a href="#">AB 1676</a> <a href="#">Burke D</a>  Greenhouse gases: carbon capture, utilization, and sequestration.	1/20/2022-A. PRINT 1/21/2022-From printer. May be heard in committee February 20.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would state the intent of the Legislature to enact subsequent legislation that would facilitate the deployment of carbon capture, utilization, and sequestration in order to help meet the state's climate change goals and would make related findings and declarations.		
<a href="#">AB 1678</a> <a href="#">Fong R</a>  Department of Food and	1/27/2022-A. AGRI. 1/27/2022-Referred to Com. on AGRI.	Existing law requires the Department of Food and Agriculture to promote and protect the agricultural industry of the state. This bill would require the department to establish and convene the Blue Ribbon Commission on Port Congestion and Supply Chain Deficiencies, with the Secretary of Food and Agriculture to serve as		

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Agriculture: Blue Ribbon Commission on Port Congestion and Supply Chain Deficiencies.		the chair and to appoint the other members of the commission. The bill would require the commission to recommend changes needed in the immediate and long-term future to mitigate the negative impacts of port congestion and supply chain deficiencies on agricultural commodities. The bill would require the commission to submit, on or before January 1, 2023, a report to the Legislature documenting its recommendations. This bill contains other related provisions.		
<a href="#">AB 1679</a> <a href="#">Fong R</a>  Governor’s Office of Business and Economic Development: Supply Chain Coordinator.	1/27/2022-A. J., E.D. & E. 1/27/2022-Referred to Coms. on J.,E.D., & E. and TRANS.	Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development, known as “GO-Biz,” within the Governor’s office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would require the Governor to appoint a Supply Chain Coordinator within the office to be the principal advocate in the state for supply chain participants and advise the Governor on legislation, administrative regulations, and other issues affecting the state’s supply chain. The bill would also require the Governor to establish and appoint a Supply Chain Advisory Group consisting of stakeholders from each sector that make up the supply chain. The bill would require the coordinator to oversee the advisory group, which would develop and recommend policies that improve the supply chain. The bill would require the advisory group to meet on a biannual basis and as needed to resolve issues in times of crises or at any other time		

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		upon request of the coordinator or a majority of the members of the advisory group.		
<a href="#">AB 1680</a> <a href="#">Lee D</a>  Transit operators: ticket machines: access for visually impaired persons.	1/24/2022-A. PRINT 1/25/2022-From printer. May be heard in committee February 24.	Existing law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.		
<a href="#">AB 1685</a> <a href="#">Bryan D</a>  Vehicles: parking violations.	2/3/2022-A. TRANS. 2/3/2022-Referred to Coms. on TRANS. and H. & C.D.	Existing law authorizes a parking citation processing agency, as defined, to collect an unpaid parking penalty by requesting the Department of Motor Vehicles to place a registration hold on the vehicle to which the citations have been issued, or by obtaining a civil judgment against the registered owner of the vehicle, as specified. This bill would require a processing agency to forgive up to \$1,500 in parking fines and fees for a qualified homeless person, as specified. The bill would also require a processing agency to provide specified information regarding the parking citation forgiveness program on its internet website. The bill would also require each processing agency that receives an application for the citation forgiveness program to annually report specified information to the Homeless Coordinating and Financing Council, and would require the council to compile this data and submit an		

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		annual report to the Legislature. This bill contains other related provisions and other existing laws.		
<a href="#">AB 1721</a> <a href="#">Rodriguez D</a>  California Emergency Services Act: Emergency Medical Services Mutual Aid Program.	2/3/2022- A. EMERGENCY MANAGEMENT 2/3/2022-Referred to Com. on E.M.	Existing law, the California Emergency Services Act, establishes the Office of Emergency Services (OES) within the office of the Governor, and sets forth its powers and duties, including responsibility for addressing natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would establish the Emergency Medical Services Mutual Aid Program, to be administered by OES, to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified.		
<a href="#">AB 1751</a> <a href="#">Daly D</a>  Workers' compensation: COVID-19: critical workers.	2/1/2022-A. PRINT 2/2/2022-From printer. May be heard in committee March 4.	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		

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		<p>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. Existing law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Existing law 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. Existing law requires 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. Existing law 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. Existing law, until January 1, 2023, allows 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 would extend the above-described provisions relating to COVID-19 until January 1, 2025. This bill contains other existing laws.</p>		

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<a href="#">AB 1778</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D  State transportation funding: freeway widening: poverty and pollution: Department of Transportation.	2/3/2022-A. PRINT 2/3/2022-Read first time. To print.	Existing law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Existing law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.		
<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D  Local government financing: affordable housing and public infrastructure: voter approval.	4/22/2021-A. L. GOV. 4/22/2021-Referred to Coms. on L. GOV. and APPR.	(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded		

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		indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.		
<a href="#">ACA 5</a> <a href="#">Voepel R</a>  Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.	4/22/2021- A. TRANS. 4/22/2021-Referred to Com. on TRANS.	(1)The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above. The measure would require the transfer and restrict the expenditure of revenues from taxes imposed by the state on motor fuels that are attributable to (A) distributions of motor vehicle fuel used or usable in propelling vessels, (B) agricultural off-highway use of motor vehicle fuel subject to certain refunds, and (C) distributions of motor vehicle fuel used in the operation of motor vehicles off highway and for which certain refunds have not been claimed, in accordance with certain statutes as those statutes read on January 1, 2021. This bill contains other related provisions and other existing laws.		
<a href="#">SB 3</a> <a href="#">Caballero D</a>  Education	1/27/2022-A. DESK 1/27/2022-Read third time. Passed. (Ayes 35. Noes 0.) Ordered	Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. Existing law requires funding		<b>Education (text 1/3/2022) Support</b> Alliance for Children's Rights Californians Together

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finance: local control and accountability plan portal.	to the Assembly. In Assembly. Read first time. Held at Desk.	pursuant to the local control funding formula to include, in addition to a base grant, supplemental and concentration grant add-ons that are based on the percentage of pupils who are English learners, foster youth, or eligible for free or reduced-price meals, as specified, served by the county superintendent of schools, school district, or charter school. Existing law requires the State Board of Education to adopt regulations that govern the expenditure of funds apportioned pursuant to the supplemental and concentration grant add-ons. Existing law requires the governing board of each local educational agency, as defined, to adopt and annually update a local control and accountability plan, as specified. Existing law appropriates \$450,000 from the General Fund to the State Department of Education for the 2020–21 fiscal year to support the alignment and integration of online platforms supporting the California School Dashboard, the Local Control and Accountability Plan Electronic Template System, and the School Accountability Report Card, as provided. This bill would require the State Department of Education to develop, on or before July 1, 2023, a local control and accountability plan portal that will allow comprehensive analysis by policymakers of actions, expenditures, and progress on metrics included within local control and accountability plans adopted by local educational agencies. The bill would require the portal to include a tracking mechanism for school districts, county offices of education, and charter schools to use to report the types of services on which they spend their supplemental and concentration grant funds. Commencing January 1, 2024, the bill would require each local educational agency to annually report		Children Now Educators For Excellence - Los Angeles EdVoice GO Public Schools Govern for California Great Public Schools Now Innovate Public Schools Kipp Social Public Schools Loyola Marymount University - The Center for Equity for English Learners National Center for Youth Law Para Los Ninos Parent Institute for Quality Education Parent Revolution Teach Plus The Education Trust – West Youth Justice Education Clinic, Center for Juvenile Law and Policy, Loyola Law School <b>Oppose</b> None

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		to the department the types of services on which it spends its supplemental and concentration grant funds using the portal developed by the department. The bill would require the department to make corresponding changes to the Local Control and Accountability Plan Electronic Template System, as specified. By imposing additional duties on local educational agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
<a href="#">SB 45</a> <a href="#">Portantino</a> D  Short-lived climate pollutants: organic waste reduction goals: local jurisdiction assistance.	1/24/2022-A. DESK 1/24/2022-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals established by the state board for 2020 and 2025, as provided. Current law requires the department, no later than July 1, 2020, and in consultation with the state board, to analyze the progress that the waste sector, state government, and local governments have made in achieving these organic waste reduction goals. This bill would require the department, in consultation with the state board, to provide assistance to local jurisdictions, including, but not limited to, any funding appropriated by the Legislature in the annual Budget Act, for purposes of assisting local agencies to comply with these provisions, including any regulations adopted by the department.		<b>Environmental Quality (text 1/3/2022)</b> <b>Support</b> None <b>Oppose</b> None
<a href="#">SB 114</a> Committee on Budget and Fiscal Review	2/3/2022-A. THIRD READING 2/3/2022-Assembly Rule 96 suspended.	(1)Existing law, the Healthy Workplaces, Healthy Families Act of 2014, entitles an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment to paid sick days. Under existing		

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Employment: COVID-19: supplemental paid sick leave.	(Ayes 47. Noes 22.) Withdrawn from committee. Ordered to third reading.	law, an employee accrues paid sick days at a rate of not less than one hour per every 30 hours worked, subject to certain use, accrual, and yearly carryover limitations. Existing law requires the Labor Commissioner to enforce the act and provides for procedures, including investigation and hearing, and for remedies and penalties. Existing law, until December 31, 2020, provided for COVID-19 food sector supplemental paid sick leave for food sector workers and required a hiring entity to provide COVID-19 food sector supplemental paid sick leave, as described, to each food sector worker unable to work due to specified reasons relating to COVID-19. Existing law also established, until December 31, 2020, COVID-19 supplemental paid sick leave for covered workers, including certain persons employed by private businesses of 500 or more employees or persons employed as certain types of health care providers or emergency responders by public or private entities. Existing law, until September 30, 2021, provided for COVID-19 supplemental paid sick leave for covered employees, in-home supportive service providers, and personal waiver care service providers who were unable to work or telework due to certain reasons related to COVID-19, including that the employee or provider was advised by a health care provider to self-quarantine due to concerns related to COVID-19. Existing law entitled a covered employee or provider to 80 hours of COVID-19 supplemental paid sick leave, as specified, and set the compensation for that leave. This bill, beginning January 1, 2022, until September 30, 2022, would provide for COVID-19 supplemental paid sick leave for covered employees who are		

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		unable to work or telework due to certain reasons related to COVID-19, including that the employee is attending a COVID-19 vaccine or vaccine booster appointment for themselves or a family member, or is experiencing symptoms, or caring for a family member experiencing symptoms, related to a COVID-19 vaccine or vaccine booster. The bill would entitle a covered employee to 40 hours of COVID-19 supplemental paid sick leave if that employee either works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified.		
<a href="#">SB 216</a> <a href="#">Dodd D</a>  Contractors: workers’ compensation insurance: mandatory coverage.	1/6/2022-A. DESK 1/6/2022-Read third time. Passed. (Ayes 28. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law, the Contractors State License Law, provides for the licensure and regulation of contractors by the Contractors State License Board within the Department of Consumer Affairs. Existing law requires every licensed contractor, or applicant for licensure, to have on file at all times with the board a current and valid Certificate of Workers’ Compensation Insurance or Certification of Self-Insurance, or to file a certificate of exemption certifying that they have no employees and are not required to obtain or maintain workers’ compensation insurance. Under existing law, the failure to file a proper certification constitutes cause for disciplinary action, and the failure of a qualifier for a license, as defined, to ensure compliance with these provisions, as		<b>Business, Professions And            Economic            Development (text 1/13/2021)            Support</b> American Subcontractors Association California, Inc. California Association of Sheet Metal and Air Conditioning Contractors' National Association California Builders Alliance California Landscape

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		specified, is a crime. Existing law requires a roofing contractor holding a C-39 license to obtain and maintain workers' compensation insurance even if that contractor has no employees. This bill, until January 1, 2025, would require concrete contractors holding a C-8 license, warm-air heating, ventilation and air-conditioning (HVAC) contractors holding a C-20 license, or tree service contractors holding a D-49 license to also obtain and maintain workers' compensation insurance even if that contractor has no employees. The bill, as of January 1, 2025, would require all licensed contractors or applicants for licensure to obtain and maintain workers' compensation insurance even if that contractor has no employees and would also prohibit the filing of a certificate of exemption. This bill contains other related provisions.		Contractor's Association Contractors State License Board (CSLB) Flasher Barricader Association Housing Contractors of California Plumbing-Heating-Cooling Contractors of California Sacramento Regional Builders Alliance Sacramento Regional Builders Exchange West Coast Arborists, Inc. Western Electrical Contractors Association <b>Oppose</b> None
<a href="#">SB 234</a> <a href="#">Wiener</a> D	1/6/2022-A. DESK 1/6/2022-Read third time. Passed. (Ayes 32. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law establishes the Homeless Coordinating and Financing Council and requires the council to set and measure progress toward goals to prevent and end homelessness among youth in California by setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state and defining outcome measures and gathering data related to the goals. This bill would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are		<b>Housing (text 3/2/2021)</b> <b>Support</b> Alliance for Children's Rights American Academy of Pediatrics, California District American Civil Liberties Union of California Aspiranet California Alternative Payment

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		<p>experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program. This bill contains other related provisions.</p>		<p>Program Association California Association of Food Banks California Association of Student Councils California Court Appointed Special Advocate Association California Housing Partnership Corporation California Narcotic Officers' Association California Rural Legal Assistance Foundation California School Employees Association California Youth Connection CASA of Los Angeles Catholic Charities East Bay Catholic Charities of Santa Clara County Children Now Children's Institute Coachella Valley Coalition on Youth Homelessness County Behavioral Health Directors Association of California</p>

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				Daughters of Charity of St. Vincent de Paul Province of the West Daughters of Charity, Province of St. Elizabeth Ann Seton Florence Crittenton Services of Orange County Generation Up GRACE Institute - End Child Poverty In CA Hathaway-Sycamores Hillsides Home Start, Inc. John Burton Advocates for Youth Larkin Street Youth Services Martin Luther King Jr Freedom Center National Association of Social Workers, California Chapter (NASW-CA) National Center for Youth Law Public Counsel Sacramento LGBT Community Center San Diego Youth Services San Francisco Youth

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				Commission South Bay Community Services The Children's Movement of Fresno The San Diego LGBT Community Center Transgender Health and Wellness Center Voices Youth Centers Western Center on Law and Poverty YMCA of San Diego County, Youth And Family Services Youth Emerging Stronger <b>Oppose</b> None
<a href="#">SB 260</a> <a href="#">Wiener</a> D  Climate Corporate Accountability Act.	1/26/2022-A. DESK 1/26/2022-Read third time. Passed. (Ayes 23. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Would require the State Air Resources Board, on or before January 1, 2024, to develop and adopt regulations requiring United States-based partnerships, corporations, limited liability companies, and other business entities with total annual revenues in excess of \$1,000,000,000 and that do business in California, defined as “reporting entities,” to publicly disclose to the Secretary of State, and verify, starting in 2025 on a date to be determined by the state board, and annually thereafter, their greenhouse gas emissions, categorized as scope 1, 2, and 3 emissions, as defined, from the		<b>Judiciary (text 4/19/2021)</b> <b>Support</b> 350 Bay Area Action 350 Humboldt 350 Sacramento 350 Silicon Valley Alliance of Nurses for Healthy Environments As You Sow Foundation

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		prior calendar year, as provided. The bill would require reporting entities to disclose their greenhouse gas emissions in a manner that is easily understandable and accessible to residents of the state.		Audubon California BAN SUP California Alliance for Retired Americans California Environmental Justice League California Interfaith Power and Light California League of Conservation Voters Carbon Accountable Change Begins with ME (Indivisible) City of Berkeley Clean Earth 4 Kids Climate Action Campaign Climate Equity Policy Center Climate Reality San Francisco Bay Area Chapter Cloverdale Indivisible Coalition for A California Green New Deal Coalition for Clean Air Courage California Defenders of Wildlife Elders Climate Action, NorCal and SoCal Chapters

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				Environmental Defense Fund Environmental Justice League Feminists in Action Fossil Free California Friends Committee on Legislation of California Friends of Harbors, Beaches, and Parks Friends of Public Banking Santa Rosa Friends of the Earth U.S. Green New Deal at UC San Diego Greenbelt Alliance Indivisible Alta Pasadena Indivisible CA-37 Indivisible CA-43 Indivisible California 39 Indivisible California Green Team Indivisible Claremont/Inland Valley Indivisible East Bay Indivisible Euclid Indivisible Marin Indivisible Ross Valley Indivisible San Francisco

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				Indivisible San Jose Indivisible San Pedro Indivisible Santa Barbara Indivisible SF Peninsula & CA-14 Indivisible Ventura Indivisible Yolo Los Angeles County Democratic Party Mountain Progressive Frazier Park Natural Resources Defense Council/NRDC Action Fund Normal Heights Indivisible Persefoni Plug In America Postcards for America, California Rising Sun Center For Opportunity Romero Institute Rooted in Resistance Sacramento Area Congregations Together San Francisco Baykeeper Save the Bay Service Employees

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				International Union, California Sierra Club California Silicon Valley Youth Climate Action Sunrise Bay Area Sunrise Berkeley High School Sunrise Chico Sunrise Claremont Colleges Sunrise Contra Costa Sunrise Glendale Sunrise Kern County Sunrise La Crescenta Sunrise LA Youth Sunrise Los Angeles Sunrise Orange County Sunrise Redding Sunrise Sacramento Sunrise San Francisco University High School Sunrise Santa Barbara Sunrise Silicon Valley Sunrise UC Berkeley Sunrise UC Irvine The Climate Center The Climate Reality Project, San Diego Chapter The Kitchen Rainmakers

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				The Nature Conservancy Together We Will/Indivisible – Los Gatos UC Green New Deal Coalition Union of Concerned Scientists University Professional and Technical Employees Venice Resistance Wildfires to Wildflowers <b>Oppose</b> Agricultural Council of California Airlines for America (A4A) Alliance for Automotive Innovation American Forest and Paper Association American Property Casualty Insurance Association Brea Chamber of Commerce Building Owners and Managers Association of California California Apartment Association California Bankers Association California Building Industry

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				Association California Business Properties Association California Cement Manufacturers Environmental Coalition California Chamber of Commerce California Construction and Industrial Materials Association California Independent Petroleum Association California League of Food Producers California Legislative Council of the Plumbing, Heating and Piping Industry California Manufacturers and Technology Association California Restaurant Association California Retailers Association California Trucking Association Carlsbad Chamber of

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				Commerce Chemical Industry Council of California County of Madera El Dorado Hill Chamber of Commerce Ema Truck & Engine Manufacturers Association Garden Grove Chamber of Commerce Harbor Association of Industry and Commerce Household and Commercial Products Association International Council of Shopping Centers Lodi Chamber of Commerce Long Beach Area Chamber of Commerce NAIOP of California National Electrical Contractors Association, California Chapter Orange County Business Council Oxnard Chamber of Commerce Personal Insurance Federation of California

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				Pleasanton Chamber of Commerce Rancho Cordova Area Chamber of Commerce Redondo Beach Chamber of Commerce and Visitors Bureau San Gabriel Valley Economic Partnership Silicon Valley Leadership Group South Bay Association of Chambers of Commerce Tulare Chamber of Commerce United Contractors Western Independent Refiners Association Western Line Constructors Western States Petroleum Association Western Wood Preservers Institute Wilmington Chamber of Commerce
<a href="#">SB 387</a> <a href="#">Portantino</a> D	1/24/2022-A. DESK 1/24/2022-Read third time. Passed. (Ayes	Current law, contingent on an appropriation made for these purposes, requires the State Department of Education, on or before January 1, 2023, to recommend best practices and identify training		<b>Education (text 1/3/2022) Support</b>

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Pupil health: school employee and pupil training: youth mental and behavioral health.	36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	programs for use by local educational agencies to address youth behavioral health, including, but not necessarily limited to, staff and pupil training, as specified. Current law defines a local educational agency for purposes of these provisions to mean a county office of education, school district, state special school, or charter school that serves pupils in any of grades 7 to 12, inclusive. This bill would require, on or before January 1, 2025, those local educational agencies to certify to the department that 75% of both its classified and certificated employees have received that youth behavioral health training, as specified.		Asian Americans for Community Involvement Association of Community Human Service Agencies California Access Coalition California Alliance of Child and Family Services California Association of Student Councils California Consortium of Addiction Programs and Professionals California Council of Community Behavioral Health Agencies California Student Board Member Association Children Now County Behavioral Health Directors Association Disability Rights California Family Paths, Inc. Inseparable Latino Coalition for a Healthy California Mental Health America of Los Angeles

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				PathPoint Redwood Quality Management Company Sycamores Yourmomcares <b>Oppose</b> None
<a href="#">SB 542</a> <a href="#">Limón D</a>  Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.	1/18/2022-A. DESK 1/18/2022-Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing sales and use tax laws impose taxes on retailers measured by 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, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.		<b>Governance And Finance (text 5/3/2021) Support</b> 350 Silicon Valley Advanced Energy Economy (AEE) Amplify Power BYD California Electric Transportation Coalition (CalETC) California Trucking Association CALSTART Ceres Chanje Energy Coalition for Clean Air E2 Environmental Entrepreneurs Elders Climate Action, NorCal

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				and SoCal Chapters EVgo FLO; Lightning eMotors Motiv Power System Natural Resources Defense Council Sacramento Municipal Utility District Southern California Edison Truck & Engine Manufacturers Association United Parcel Service (UPS) Volvo Group North America Western States Trucking Association Xos Trucks <b>Oppose</b> None
<a href="#">SB 602</a> <a href="#">Laird D</a>  Review of conservatorships: care plans.	1/10/2022-A. DESK 1/10/2022-Read third time. Passed. (Ayes 31. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law generally provides for the establishment, review, and termination of conservatorships. Existing law specifies the persons who may be appointed as a conservator and requires the court to review a conservatorship 6 months after the initial appointment of the conservator, one year after the appointment of the conservator, and annually thereafter. Existing law sets forth the powers and duties of a conservator for the care, custody, and control of a conservatee. This bill would require a conservator, within 30 days of appointment and within 30 days before a hearing to determine		<b>Judiciary (text 4/5/2021)</b> <b>Support</b> None <b>Oppose</b> None

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		the continuation or termination of an existing conservatorship, to submit a care plan to specified persons regarding the care, custody, and control of the conservatee. The bill would require the Judicial Council to develop a form for the care plan, which would be required to include specified information, including descriptions of the conservatee’s living arrangement and level of care and any plans to modify those within the next 12 months. The bill would impose sanctions for a conservator’s failure to timely submit a care plan, including requiring the court to impose a civil penalty in any amount up to \$5,000, to be deposited into an unspecified fund, unless the court finds good cause to not impose a penalty. The bill would require the most recent care plan to be included within the court investigator’s report, and would further require the court to review the most recent care plan in determining the continuation or termination of the conservatorship.		
<a href="#">SB 746 Skinner D</a>  California Consumer Privacy Act of 2018: personal information: political purpose.	1/24/2022-A. DESK 1/24/2022-Read third time. Passed. (Ayes 29. Noes 6.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer, as defined, various rights with regard to personal information relating to that consumer that is held by a business, as defined, including the right to request that a business that collects personal information about the consumer disclose the categories of personal information it has collected about that consumer. The California Privacy Rights Act of 2020, approved by the voters as Proposition 24 at the November 3, 2020, statewide general election, establishes the California Privacy Protection Agency, which is vested with full administrative power, authority, and jurisdiction to implement and enforce the California Consumer		<b>Judiciary (text 3/25/2021)</b> <b>Support</b> Californians for Consumer Privacy Common Sense Consumer Watchdog <b>Oppose</b> California Chamber of Commerce Internet Association TechNet

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		Privacy Act of 2018. This bill would grant a consumer the right to request that a business disclose to the consumer whether or not the business uses personal information collected about the consumer for a political purpose, as defined. The bill would require a business that collects personal information about a consumer and uses that information for a political purpose to disclose to the consumer specified information upon receipt of a verifiable consumer request from the consumer, including the name of any candidate or committee for which the consumer's personal information was used for a political purpose. The bill would also require the business to disclose that information to the California Privacy Protection Agency or the Attorney General, as specified. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.		
<a href="#">SB 840</a> <a href="#">Skinner D</a>  Budget Act of 2022.	1/10/2022- S. BUDGET & F.R. 1/11/2022-From printer.	This bill would make appropriations for the support of state government for the 2022–23 fiscal year. This bill contains other related provisions.		
<a href="#">SB 852</a> <a href="#">Dodd D</a>  Climate resilience districts: formation:	1/26/2022-S. GOV. & F. 1/26/2022-Referred to Coms. on GOV. & F. and N.R. & W.	Existing law authorizes certain local agencies to form a community revitalization authority (authority) within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. Existing law provides for the financing of these activities by, among other things, the issuance of		

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funding mechanisms.		bonds serviced by property tax increment revenues, and requires the authority to adopt a community revitalization and investment plan for the community revitalization and investment area that includes elements describing and governing revitalization activities. This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would define “eligible project” to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would authorize a district created pursuant to these provisions to have boundaries that are identical to the boundaries of the participating entities or within the boundaries of the participating entities. The bill would authorize specified local entities to adopt a resolution to provide property tax increment revenues to the district. The bill would also authorize specified local entities to adopt a resolution allocating other tax revenues to the district, subject to certain requirements. The bill would provide for the financing of the activities of the district by, among other things, levying a benefit assessment, special tax, property-related fee, or other service charge or fee consistent with the requirements of the California Constitution. The bill would require each district to prepare an annual expenditure plan and an operating budget and capital improvement budget, which must be adopted by the governing body of the district and subject to review and revision at least annually. By imposing duties on counties in the administration		

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		of tax revenues and elections of a climate resilience district, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
<a href="#">SB 873</a> <a href="#">Newman D</a>  California Transportation Commission: state transportation improvement program: capital outlay support.	2/2/2022-S. TRANS. 2/2/2022-Referred to Com. on TRANS.	Existing law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Existing law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Existing law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures. The bill would require the commission to establish a threshold for requiring a supplemental project allocation and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would authorize commission to provide exceptions in the guidelines to the supplemental project allocation threshold requirement to ensure that projects are not unnecessarily		

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		delayed. The bill would exempt the guidelines adopted by the commission under these provisions from the Administrative Procedure Act.		
<a href="#">SB 878</a> <a href="#">Skinner D</a>  School transportation.	2/2/2022-S. ED. 2/2/2022-Referred to Com. on ED.	Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Existing law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2023–24 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided. By imposing new duties on a local educational agency, the bill would constitute a state-mandated local program. The bill would authorize the governing board or body of those local educational agencies to receive a state reimbursement for transporting preschool or nursery school pupils if funding for that travel has been appropriated in the annual budget act or another statute for this purpose. This bill contains other related provisions and other existing laws.		

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<a href="#">SB 917</a> <a href="#">Becker</a> D  Seamless Transit Transformation Act.	2/3/2022-S. RLS. 2/3/2022-Introduced. Read first time. To Com. on RLS. for assignment. To print.	Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. This bill contains other related provisions and other existing laws.		
<a href="#">SB 922</a> <a href="#">Wiener</a> D  California Environmental Quality Act: exemptions: transportation-related projects.	2/3/2022-S. RLS. 2/3/2022-Introduced. Read first time. To Com. on RLS. for assignment. To print.	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		

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		<p>significant effect on the environment. CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities. This bill contains other related provisions and other existing laws.</p>		

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**FEDERAL LEGISLATION**

BILL/AUTHOR	DESCRIPTION	STATUS
<b>HR 5376</b> <b>Rep. John Yarmuth (D-KY)</b>	<b>BUILD BACK BETTER ACT</b> This bill provides funding, establishes programs, and otherwise modifies provisions relating to a broad array of areas, including education, labor, child care, health care, taxes, immigration, and the environment.	11/19/21 – Passed the House  Awaits action in the Senate
<b>S. 1931</b> <b>Sen. Tom Carper (D- DE)</b>	<b>THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021</b>  Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.	5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW)  08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure Investment and Jobs Act (H.R. 3684, as amended), and passed out of the U.S. Senate.  11/15/21 – Bill signed into law as part of the Infrastructure Investment and Jobs Act

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<b>H.R. 2287 / S. 1172</b> <b>Rep. Ayanna Pressley (D - MA) and Sen. Ed Markey (D - MA)</b>	<p style="text-align: center;"><b>FREEDOM TO MOVE ACT</b></p> <p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p>	<p>4/15/21 – Re-introduced in the House and Senate</p> <p>8/27/20 - Board adopts a support position</p>
<b>H.R. 5228 / S. 2726</b> <b>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)</b>	<p style="text-align: center;"><b>PUBLIC TRANSPORTATION EXPANSION ACT</b></p> <p>The <i>Public Transportation Expansion Act</i> would create a Federal grant program to fund public transportation expansion to serve low-income communities and connect affordable housing with transit networks, including through the provision of fareless or reduced-fare service.</p> <p>The bill would also, for the first time in decades, allow large transit operators to use federal funds for operating expenses.</p>	<p>9/10/21 – Bill introduced and referred to Transportation and Infrastructure and Financial Services Committees in the House; referred to Committee on Banking, Housing, and Urban Affairs in the Senate</p> <p>LA METRO monitoring this pending legislation</p>

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<p><b>H. R. 3684</b> <b>Rep. Peter DeFazio (D-OR)</b></p>	<p><b>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (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>7/1/21 – Passed the House 8/10/21 – Passed the Senate with substitute amendment language referred to as the Bipartisan Infrastructure Framework – short title changed to “Infrastructure Investment and Jobs Act”. 11/15/21 – Reauthorization legislation signed into law</p> <p>6/25/20 - Board adopts a Support position</p>
<p><b>H.R. 4550</b> <b>Rep. David Price (D – NC)</b></p>	<p><b>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</b></p> <p>This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.</p>	<p>7/29/21 – Passed the House as part of Consolidated Appropriations Act, H.R. 4502</p>

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