

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

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position |
|---|--|--|----------|
| <p>AB 1604 Holden D</p> <p>The Upward Mobility Act of 2022: boards and commissions: civil service: examinations: classifications.</p> | <p>6/28/2022-S. APPR. 6/30/2022-Read second time and amended. Re-referred to Com. on APPR.</p> | <p>This bill would, except as specified, require that, on or after January 1, 2023, all state boards and commissions consisting of one or more volunteer members have at least one board member or commissioner from an underrepresented community. The bill would define the term “board member or commissioner from an underrepresented community” as to include, but not be limited to, an individual who self-identifies as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native; who self-identifies as gay, lesbian, bisexual, or transgender; who is a veteran, as defined; or who has a disability, as defined. The bill would apply these requirements only as vacancies on state boards and commissions occur. The California Constitution establishes the State Personnel Board (board) and requires the board to, among other things, enforce the civil service statutes, prescribe probationary periods and classifications, adopt rules authorized by statute, and review disciplinary actions. The Constitution also requires the executive officer of the board to administer the civil service statutes under the rules of the board. Under existing law, the board is authorized to conduct audits and investigations of the personnel practices of the Department of Human Resources and appointing authorities to ensure compliance with civil service policies, procedures, and statutes.</p> | |
| <p>AB 1616 Petrie-Norris D</p> <p>Economic relief: California Emergency Relief Fund.</p> | <p>4/21/2022-A. RLS. 4/21/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.</p> | <p>Current law transferred \$150,000,000 from the General Fund to the California Emergency Relief Fund for purposes relating to the COVID-19 emergency proclaimed by the Governor on March 4, 2020. Existing law authorizes the Controller to make a one-time payment to qualified recipients in a form and manner determined by the Franchise Tax Board. This bill would require the Controller to issue one-time cost-of-living payments of specified amounts to qualified recipients, as defined, from the California Emergency Relief Fund. The bill would transfer, from the General Fund to the California Emergency Relief Fund, the amount necessary for the Controller to issue these one-time payments, and would appropriate that amount from the California Emergency Relief Fund to the Controller for that purpose. The bill would require the Controller to issue the payments by June 15, 2023, to the extent practicable.</p> | |

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| AB 1626 Nguyen 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 adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions. | |
| AB 1638 Kiley R Motor Vehicle Fuel Tax Law: suspension of tax. | 4/4/2022-A. APPR. 4/7/2022-Stricken from file. | 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. | |
| AB 1640 Ward D Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans. | 6/28/2022-S. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 28). Re-referred to Com. on APPR. | Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. | |
| AB 1644 Flora R Greenhouse Gas | 6/8/2022-S. APPR. 6/21/2022-In committee: Hearing postponed by committee. From | Current 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 reduction projects. The California Jobs Plan | |

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| Reduction Fund: California Jobs Plan Act of 2021. | committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR. | Act of 2021 (the act) requires the State Air Resources Board to work with the Labor and Workforce Development Agency to update, on or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Existing law exempts from these standards applicants for certain types of 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. The bill would also provide that the act is not intended to weaken preexisting legal protections for workers by excusing compliance with any requirements that would apply in the absence of the act. | |
| AB 1661 Davies R Human trafficking: notice. | 6/27/2022- A. ENROLLMENT 6/27/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling. | Current law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Current law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. This bill would additionally require that notice to be posted by barbering and cosmetology businesses, as described. | |
| AB 1678 Fong R Department of Food and Agriculture: Blue Ribbon Commission on Port Congestion | 4/27/2022-A. APPR. SUSPENSE FILE 5/19/2022-In committee: Held under submission. | Current 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 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 | |

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| and Supply Chain Deficiencies. | | commodities. The bill would require the commission to submit, on or before January 1, 2023, a report to the Legislature documenting its recommendations. | |
| AB 1680 Lee D Transportation: prohibition orders. | 6/29/2022-S. CONSENT CALENDAR 6/30/2022-Read second time. Ordered to Consent Calendar. | Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested. | |
| AB 1685 Bryan D Vehicles: parking violations. | 6/28/2022-S. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (June 27). Re-referred to Com. on APPR. | Current law requires a processing agency to offer a payment plan for unpaid parking citations to qualified indigent persons. This bill would require a processing agency to forgive at least \$1,500 in parking fines and fees annually for a qualified homeless person, as specified. The bill would also require a processing agency to provide certain information regarding the parking citation forgiveness program, as specified, including 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 | |

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| | | the California Interagency Council on Homelessness and would require the council to compile this data and submit an annual report to the Legislature. | |
| AB 1711 Seyarto R Privacy: breach. | 6/28/2022-S. THIRD READING 6/28/2022-Read second time. Ordered to third reading. | Current law requires an agency or a person or business that conducts business in California that owns or licenses computerized data that includes personal information to disclose a breach of security of the system following discovery or notification of the breach in the security data to certain residents of California, as specified. This bill would require an agency to post a notice on the agency's internet website when a person or business operating a system on behalf of the agency is required to issue a security breach notification for that system pursuant to the above-described provisions, as specified. | |
| AB 1721 Rodriguez D Seismic retrofitting: soft story multifamily housing. | 6/8/2022-S. G.O. 6/8/2022-Referred to Coms. on G.O. and INS. | Would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, to the California Earthquake Authority for the purposes of distributing funds pursuant to the program. The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. The bill would require OES and CEA to enter into or use a joint powers agreement to develop and administer the program, as specified. The bill would require OES and CEA to submit a specified report to the Legislature by July 1, 2042, regarding the implementation of the program. The bill would make these provisions inoperative on July 1, 2042, and would repeal them as of January 1, 2043. | |
| AB 1751 Daly D Workers' | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on | Current 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 | |

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| compensation: COVID-19: critical workers. | APPR. (Ayes 4. Noes 1.) (June 29). Re-referred to Com. on APPR. | specified dates of injury. Current 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. Current 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. | |
| AB 1778 Garcia, Cristina D State transportation funding: freeway projects: poverty and pollution: Department of Transportation. | 6/1/2022-S. TRANS. 6/29/2022-In committee: Set, first hearing. Failed passage. | Would require the Department of Transportation to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental indicators through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in certain areas that fall within the zero to 40th percentile on the housing and environmental indicators analyzed through the index, as provided. | |
| AB 1833 Ward D San Diego Metropolitan Transit Development Board: North County Transit District: consolidated | 6/27/2022-A. ENROLLMENT 6/27/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 36. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling. | The San Diego Regional Transportation Consolidation Act creates the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), through the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law requires the San Diego Metropolitan Transit Development Board, North County Transit District, and consolidated agency, commonly known as the San Diego Association of Governments (SANDAG) to follow specified procedures when contracting for certain services, the acquisition or lease of materials, supplies, or equipment, architectural, landscape architectural, engineering, environmental, land surveying, or construction project management services. Current law requires those entities to follow different | |

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| agency: public contracting. | | procedures when the amount of the contract exceeds specified thresholds. This bill would increase those thresholds from \$100,000, or \$50,000 in certain instances, to \$150,000, and would make other clarifying changes, as specified. | |
| AB 1883 Quirk-Silva D Public restrooms. | 6/22/2022-S. APPR. 6/23/2022-Read second time and amended. Re-referred to Com. on APPR. | Would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information and to make the inventory available in a searchable database on its internet website, as specified. The bill would require the database to be updated quarterly. The bill would require the department to conduct educational outreach to the general public and homelessness service providers that the database is available on its internet website. The bill would repeal its provisions on January 1, 2027. | |
| AB 1886 Cooper D Public works: definition. | 6/28/2022-S. THIRD READING 6/28/2022-Read second time. Ordered to third reading. | Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include street sweeping maintenance performed for the preservation, protection, and keeping of any publicly owned or publicly operated street, road, or highway done under contract and paid for in whole or in part out of public funds. | |
| AB 1913 Bryan D Los Angeles | 6/27/2022-S. APPR. SUSPENSE FILE 6/27/2022-In committee: Referred to suspense file. | Would establish the California Center for Climate Change Education, as part of the Los Angeles Community College District, to be located at West Los Angeles College, to promote climate change education at the California Community Colleges and establish opportunities for students to engage in hands-on internships and other learning | |

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| Community College District: California Center for Climate Change Education. | | opportunities. The bill would appropriate \$5,000,000 from the General Fund for the development and initial operations of the center. To the extent the bill would impose additional obligations on the Los Angeles Community College District, the bill would impose a state-mandated local program. | |
| AB 1919 Holden D Youth Transit Pass Pilot Program: free youth transit passes. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR. | Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would authorize a transit agency to submit a grant application in partnership with one or more educational institutions and would also authorize grant funds to be used to maintain, subsidize, or expand an existing fare free program, as provided. | Support |
| AB 1938 Friedman D Traffic safety: speed limits. | 6/28/2022-S. APPR. 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 1.) (June 28). | Current law requires the Department of Transportation (Caltrans), by regulation, to require Caltrans or a local authority to round speed limits up or down to the nearest 5 miles per hour of the 85th percentile of free-flowing traffic. This bill would, if the speed limit needs to be rounded down to the nearest 5 miles per hour increment of the 85th-percentile speed, authorize Caltrans or a local authority to lower the speed limit by 5 miles per hour from the nearest 5 miles per hour of the 85th percentile, as specified. | |
| AB 1944 Lee D Local government: | 6/8/2022-S. GOV. & F. 6/22/2022-In committee: Set, first hearing. Hearing canceled at the request | The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of | |

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| open and public meetings. | of author. In committee: Hearing postponed by committee. | the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. | |
| AB 1949 Low D Employees: bereavement leave. | 6/29/2022-S. APPR. 6/30/2022-Read second time and amended. Re-referred to Com. on APPR. | Existing law, commonly known as the California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer. Under the bill, in the absence of an existing policy, the bereavement leave would be unpaid, however, the bill would authorize an employee to use certain other leave balances otherwise available to the employee, including accrued and available paid sick leave. This bill contains other related provisions and other existing laws. | |
| AB 1983 Fong R | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and | Former law, repealed as of January 1, 2022, authorized the Department of General Services to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, as | |

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| Department of General Services: best value procurement: vehicles and equipment. | re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR. | defined, using specifications and criteria developed in consultation with the Department of Transportation. Former law established requirements for bid evaluation and protest procedures. Former law limited the total value of vehicles and equipment purchased through this best value procurement authorization to \$50,000,000 annually. Former law required the Department of General Services to prepare a prescribed evaluation with regard to this process, to be posted on the Department of Transportation's internet website. This bill would reenact those best value procurement provisions for heavy mobile fleet vehicles and special equipment, to be operative indefinitely. | |
| AB 1991 Gabriel D Motels and hotels: publicly funded shelter programs. | 6/29/2022-S. APPR. 6/30/2022-Read second time and amended. Re-referred to Com. on APPR. | This bill would provide that the continued occupancy of a shelter program participant, as defined, in a motel or hotel does not constitute a new tenancy and is not considered a "person who hires" for purposes of an unlawful detainer action if the shelter program meets the core components of Housing First, as defined, and specified requirements related to termination policies and grievance processes. The bill would define "shelter program participant" as an occupant of a motel or hotel, as defined, who participates in specified city-, county-, continuum of care-, state-, or federally funded shelter, interim housing, motel voucher, or emergency shelter programs. Existing law prohibits a person from requiring an occupant of a residential hotel, as defined, to move or check out and reregister before the expiration of 30 days' occupancy if a purpose is to have that occupant maintain transient occupancy status, as described. | |
| AB 2019 Petrie-Norris D Small and disadvantaged business enterprises. | 6/27/2022-S. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 27). Re-referred to Com. on APPR. | Current law requires each state agency that significantly regulates or impacts small business to designate at least one person to serve as a small business liaison for the agency. Current law requires the small business liaison to be responsible for, among other things, receiving and responding to complaints received by the agency from small businesses and assisting in ensuring that the procurement and contracting processes of the entity are administered in order to meet or exceed the goal of 25% small business participation. This bill would also require the small business liaison to develop an "economic equity first" action plan and policy for the agency to provide, among other things, direction, recommendations, and strategies as to how to ensure that | |

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| | | disadvantaged business enterprises are effectively involved and benefiting from the procurement process of the agency. | |
| AB 2039 Rivas, Luz D Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program. | 5/25/2022-S. TRANS. 6/28/2022-In committee: Hearing postponed by committee. | Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the authority, on or before January 1, 2027, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2028. | Sponsor |
| AB 2057 Carrillo D Transportation Agency: goods movement data. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 29). Re-referred to Com. on APPR. | Current law requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would require the Transportation Agency to establish a consolidated statewide information system on its internet website that contains a list of, and links to, existing registries and databases related to drayage trucks. The bill would require maritime ports with annual cargo volumes of greater than 1,000,000 20-foot equivalent units to anonymously survey trucking companies every 2 years on the number of drivers classified as independent contractors and the number of drivers classified as employee drivers, as specified, and to transmit the data collected to the agency. | |
| AB 2061 Ting D Transportation electrification: | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with | Current law requires the Public Utilities Commission (PUC), in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below | |

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| electric vehicle charging infrastructure. | recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR. | 1990 levels by 2050. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if certain requirements are met. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined, to the Energy Commission. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information. | |
| AB 2075 Ting D Energy: electric vehicle charging standards. | 6/27/2022-S. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (June 27). Re-referred to Com. on APPR. | Current law requires the California Building Standards Commission to adopt, approve, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development, as specified. Current law requires the California Building Standards Commission and the Department of Housing and Community Development, in proposing and adopting those mandatory building standards, to consult interested parties. This bill would specify the State Energy Resources Conservation and Development Commission (Energy Commission) is an interested party that the California Building Standards Commission and the Department of Housing and Community Development are required to consult with in proposing and adopting those standards. The bill would require the California Building Standards Commission, as part of each triennial California Building Standards Code rulemaking cycle that commences on or after January 1, 2023, to convene a workshop or other collaborative process on electric vehicle charging infrastructure standards, and would require the Energy Commission, as part of its participation in the workshop or collaborative process, to incorporate the most recent update to a specified statewide assessment of electric vehicle charging infrastructure, any relevant electric load forecasts, and the statewide transportation electrification goals, as specified. | |

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| AB 2076 Rivas, Luz D Extreme Heat and Community Resilience Program: Extreme Heat and Health Reporting System. | 6/23/2022-S. APPR. 6/23/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (June 22). Re-referred to Com. on APPR. | Would establish the Extreme Heat and Community Resilience Program in the office, to be administered by the Office of Planning and Research through the Integrated Climate Adaptation and Resiliency Program (ICARP), for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. The bill would require the office to coordinate with other state agencies to implement the program and update the Extreme Heat Action Plan. The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer to coordinate state activities and funding to address heat and oversee the implementation of the program. The bill would require the advisory council to, among other things, advise and provide input to the office on actions to improve the effectiveness of the program. The bill would require the office, when making appointments to the advisory council, to ensure that the advisory council is comprised of members with the necessary expertise to advise on the implementation of the program. Upon appropriation by the Legislature, the bill would require the office, as part of the program, to award grants and provide technical assistance to eligible entities, as defined, that support local and regional efforts to mitigate the impacts and reduce the public health risks of heat. The bill would require the office, in the awarding of grants, to prioritize projects that serve disadvantaged or vulnerable communities, as specified, that demonstrate participation in a regional climate collaborative program, or that are a component of a comprehensive heat action plan. | |
| AB 2097 Friedman D Residential, commercial, or other development types: parking requirements. | 6/22/2022-S. APPR. 6/23/2022-Read second time and amended. Re-referred to Com. on APPR. | The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element, and a conservation element. Current law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a public agency, in a county with a population of 600,000 or more, from imposing or | |

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| | | enforcing a minimum automobile parking requirement, on any of specified residential, commercial, or other development types if the project is located within 1/2 mile of public transit, as defined. The bill would also prohibit a public agency, in a county with a population of less than 600,000, and a city with a population of 75,000 or more, from imposing or enforcing a minimum automobile parking requirement on specified residential, commercial, or other development types if the project is located within 1/4 mile of public transit. For a city with a population of less than 75,000, or a county with a population of less than 600,000, the bill would authorize that city or county to adopt an ordinance or resolution that applies certain prohibitions regarding the above-described parking requirements within its boundaries. When a project provides parking voluntarily, the bill would authorize a public agency to impose specified requirements on the voluntary parking. | |
| AB 2197 Mullin D Caltrain electrification project: funding. | 2/24/2022-A. TRANS. 2/24/2022-Referred to Com. on TRANS. | Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project. | |
| AB 2206 Lee D Nonattainment basins: employee parking: parking cash-out program. | 6/30/2022-S. THIRD READING 6/30/2022-Read second time and amended. Ordered to third reading. | Existing law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Existing law defines "parking cash-out program" as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Existing law defines a "parking subsidy" as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of "employer," | |

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| | | “parking cash-out program,” and “parking subsidy.” The bill would require an employer to maintain a record of communication with each employee who receives a parking subsidy that those employees have been informed of their right to receive the cash equivalent of the parking subsidy. | |
| AB 2237 Friedman D Transportation planning: regional transportation improvement plan: sustainable communities strategies: alternative planning strategy: state transportation funding. | 6/16/2022-S. TRANS. 6/16/2022-Re-referred to Com. on TRANS. | Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission, or, if applicable, the alternative planning strategy, and state and federal air quality standards. The bill would prohibit funds collected from any local transportation tax measure passed on or after January 1, 2023, from being spent until the transportation projects or programs to be funded by the tax measure are included in the most recently adopted sustainable communities strategy of the applicable regional transportation planning agency or county transportation commission or, if applicable, the alternative planning strategy. | |
| AB 2264 Bloom D Pedestrian crossing signals. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). | Under current law, a pedestrian control signal showing a “WALK” or approved “Walking Person” symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under current law, a pedestrian facing a flashing “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol with a “countdown” signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol, as specified. This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, | |

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| | Re-referred to Com. on APPR. | upon the first placement or replacement of a state-owned or operated traffic-actuated signal. The bill would also require an existing state-owned or operated traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity district, a safety corridor, or an area with a high concentration of pedestrians and cyclists, as specified. | |
| AB 2270 Seyarto R Authorized emergency vehicles. | 6/29/2022-S. THIRD READING 6/29/2022-From Consent Calendar. Ordered to third reading. | Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility. | |
| AB 2271 Gipson D Los Angeles County Metropolitan Transportation Authority: contracting: local businesses. | 6/30/2022-S. THIRD READING 6/30/2022-Read second time. Ordered to third reading. | Current law authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to provide for a small business preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services. Current law also authorizes LA Metro to set aside work for competition, until January 1, 2024, (1) among certified small business enterprises and award each contract to the certified small business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$5,000 but is less than \$3,000,000, as specified, and (2) among medium business enterprises for no more than 20 contracts and award each contract to the medium business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$3,000,000 but is less than | Sponsor |

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| | | \$30,000,000, as provided. Current law defines a small business enterprise and medium business enterprise for these purposes. This bill would authorize LA Metro to also provide for a local small business enterprise preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services, and to provide the preference to nonlocal businesses if the bid includes a 30% participation by local small business enterprises. The bill would define a local small business enterprise for these purposes. | |
| AB 2344 Friedman D Wildlife connectivity: transportation projects. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 28). Re-referred to Com. on APPR. | Current law authorizes the Department of Fish and Wildlife (DFW) to approve compensatory mitigation credits for wildlife connectivity actions taken under specified programs. Current law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system. Current law requires Caltrans to complete assessments of potential barriers to anadromous fish prior to commencing any project using state or federal transportation funds and requires projects to be constructed without presenting barriers to fish passage. This bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined. | |
| AB 2357 Ting D Surplus land. | 6/1/2022-S. GOV. & F. 6/15/2022-In committee: Set, first hearing. Hearing canceled at the request of author. | Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to | |

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| | | maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing. | |
| AB 2392 Irwin D Information privacy: connected devices: labeling. | 6/22/2022-S. APPR. 6/23/2022-Read second time and amended. Re-referred to Com. on APPR. | Current law requires a manufacturer of a connected device to equip the device with a reasonable security feature or features that are appropriate to the nature and function of the device, appropriate to the information it may collect, contain, or transmit, and designed to protect the device and information contained in the device from unauthorized access, destruction, use, modification, or disclosure. This bill would provide that a manufacturer of a connected device may elect to satisfy the above-described provisions by ensuring the connected device meets or exceeds the baseline product criteria of a labeling scheme that conforms to specified guidance published by the National Institute of Standards and Technology (NIST) for consumer Internet of Things (IoT) products, satisfies a conformity assessment as described by a NIST conforming labeling scheme, as specified, and bears the binary label as described by a NIST conforming labeling scheme. | |
| AB 2419 Bryan D Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Advisory Committee. | 6/28/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (June 28). Re-referred to Com. on APPR. | The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and disadvantaged unincorporated communities and, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds. | |

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| AB 2432 Muratsuchi D Neighborhood electric vehicles: County of Los Angeles. | 6/30/2022- A. CONCURRENCE 6/30/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 37. Noes 0.). In Assembly. Concurrence in Senate amendments pending. | Current law defines “low-speed vehicle” for purposes of the Vehicle Code as a motor vehicle with 4 wheels that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has a gross vehicle weight rating of less than 3,000 pounds. Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver’s license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles or any city in the county to establish a similar NEV transportation plan, as specified, subject to the same penalties. The bill would require that the transportation plan have received a prior review and the comments of the Southern California Association of Governments (SCAG) and any agency having traffic law enforcement responsibilities in an entity included in the plan area. | |
| AB 2438 Friedman D Transportation funding: guidelines and plans. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 4.) (June 28). Re-referred to Com. on APPR. | Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the interregional transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require, no later than January 1, 2024, the guidelines or plans applicable to those programs to include the strategies established in the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. | |
| AB 2441 Kalra D | 6/2/2022-S. THIRD READING 6/2/2022-Read second | Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting | |

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| Public employment: local public transit agencies: new vehicle technology. | time and amended. Ordered to third reading. | and conferring on matter subject to collective bargaining. This bill would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by new vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any new vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the new vehicle technology applies not less than 12 months before commencing the process, plan, or deployment. The bill would require a public transit employer, upon a written request of the exclusive employee representative, to provide specified information to the exclusive employee representative, including the potential gaps in skills that may result from the new service. | |
| AB 2442 Rivas, Robert D Climate change. | 6/30/2022-S. APPR. 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (June 29). | The California Disaster Assistance Act, requires the Director of Emergency Services to authorize the replacement of a damaged or destroyed facility, whenever a local agency and the director determine that the general public and state interest will be better served by replacing a damaged or destroyed facility with a facility that will more adequately serve the present and future public needs than would be accomplished merely by repairing or restoring the damaged or destroyed facility. Current law also authorizes the director to implement mitigation measures when the director determines that the measures are cost effective and substantially reduce the risk of future damage, hardship, loss, or suffering in any area where a state of emergency has been proclaimed by the Governor.. This bill would specify that mitigation measures for climate change and disasters related to climate, may include, but are not limited to, measures that reduce emissions of greenhouse gases and investments in natural infrastructure, as defined, including, but not limited to, the preservation of open space, improved forest management, and wildfire risk reduction measures. | |
| AB 2446 Holden D Embodied carbon | 6/29/2022-S. APPR. 6/30/2022-Read second time and amended. Re- | This bill would require the State Air Resources Board to develop a framework for measuring and then reducing the average carbon intensity of the materials used in the construction of new buildings, including those for residential uses. The bill would require the state board, by January 1, 2024, to develop a comprehensive strategy for the state's | |

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| emissions: construction materials. | referred to Com. on APPR. | building sector to achieve a 40% net reduction in greenhouse gas emissions of building materials, as determined from a baseline calculated using certain 2024 and 2025 reports, if those reports are adequate, or as specified. The bill would require the strategy to achieve this target as soon as possible, but no later than December 31, 2035, with an interim target of 20% net reduction by December 31, 2030. The bill would authorize the state board to adjust the interim target, as provided. The bill would require the state board to form a technical advisory committee, as provided, to, among other things, review information that is required to be submitted by entities that are unable to meet the targets. The bill would require the state board to prioritize actions that leverage state and federal incentives, as provided, and evaluate measures to support market demand and financial incentives to encourage the production and use of materials used in construction-related projects with low greenhouse gas intensity, as specified. | |
| AB 2449 Rubio, Blanca D Open meetings: local agencies: teleconferences. | 6/29/2022-S. APPR. 6/30/2022-Read second time and amended. Re- referred to Com. on APPR. | Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. This bill would revise and recast those teleconferencing provisions and, until January 1, 2026, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members | |

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| | | of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. This bill contains other related provisions and other existing laws. | |
| AB 2454 Jones-Sawyer D Public contracts: protests: joint labor-management committee. | 6/8/2022-S. G.O. 6/23/2022-In committee: Set, first hearing. Hearing canceled at the request of author. | Current law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Current law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Current law, upon written request by any bidder, requires notice of the proposed award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Current law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. This bill would additionally authorize a joint labor-management committee, as defined, to submit a written protest to a contract that is not to be awarded to the lowest bidder. | |
| AB 2462 Valladares R Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities. | 5/18/2022-S. TRANS. 6/14/2022-In committee: Set, first hearing. Hearing canceled at the request of author. | Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040. | |

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| AB 2496 Petrie-Norris D Vehicles: exhaust systems. | 6/28/2022-S. APPR. 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (June 28). | Under current law, it is unlawful for an owner to request, cause, or permit the operation of any vehicle that is, among other things, not equipped as required by law. Under current law, if there is a violation, an owner or any other person who was not driving the vehicle involved in the violation may be mailed a written notice to appear by the court. Current law authorizes a court to dismiss any action in which a person is prosecuted for operating a vehicle in violation of the noise limit requirements mentioned above if a certificate of compliance has been issued or if the defendant had reasonable grounds to believe that the exhaust system was in good working order and had reasonable grounds to believe that the vehicle was not operated in violation of those requirements. Current law also prohibits a person from modifying the exhaust system of a vehicle with a whistle-tip, operating a vehicle that has been so modified, or engaging in the business of installing a whistle-tip onto the vehicle's exhaust system. This bill would require a court to require a certificate of compliance for a violation of the noise limit requirements mentioned above. The bill would require the court to utilize the notification procedures mentioned above and if a certificate of compliance is not provided to the court within 3 months of the violation date, the bill would require the court to treat this failure as noncompliance and inform the Department of Motor Vehicles by following specified procedures. The bill would require the department, before renewing the registration of any vehicle, to check whether the court has issued a hold on the vehicle registration for a violation of the requirements mentioned above and to refuse to renew the registration until it has received a notification from the court that a certificate of compliance has been issued. These requirements would become operative on January 1, 2027. | |
| AB 2532 Bennett D Scoping plan: state agency, board, and department | 6/14/2022-S. E.Q. 6/15/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 15). Re-referred to | The California Global Warming Solutions Act of 2006 requires the State Air Resources 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. The act requires the scoping plan to identify and make recommendations on direct emissions reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential | |

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| compliance and implementation: reports. | Com. on APPR. From committee: Do pass and re-refer to Com. on E.Q. (Ayes 9. Noes 4.) (June 14). Re-referred to Com. on E.Q. | monetary and nonmonetary incentives for sources and categories of sources that the state board finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions, as provided. This bill would require, on or before March 1, 2023, and on or before March 1 of each year thereafter, each state agency, board, or department to post on its internet website a report regarding its compliance with and efforts to implement any goal or recommendation related to that state agency, board, or department, as defined, that is identified by the state board in the scoping plan, including any scoping plan updates. The bill would require a state agency, board, or department to include specified information in its report, including, but not limited to, identification of all scoping plan goals or recommendations that the state agency, board, or department is charged with or responsible, in whole or in part, for implementing, a description of the state agency's, board's, or department's, efforts to implement each scoping plan goal or recommendation, and whether the state agency, board, or department has fully implemented each scoping plan goal or recommendation. | |
| AB 2537 Gipson D Vehicles: driver education. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 28). Re-referred to Com. on APPR. | Would require the Department of Justice, in conjunction with the Department of Motor Vehicles and the Commission on Peace Officer Standards and Training, to develop and create a video demonstrating the proper conduct by a peace officer and an individual during a traffic stop and to post the video on its internet website. | |
| AB 2550 Arambula D | 6/15/2022-S. APPR. 6/21/2022-Read second time and amended. Re- | Current law authorizes the State Air Resources Board, if, after a public hearing, it finds that a program or the rules and regulations of an air district will not likely achieve and maintain the state's ambient air quality standards, to establish a program, or portion | |

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| State Air Resources Board: San Joaquin Valley Air Pollution Control District: nonattainment. | referred to Com. on APPR. | thereof, or rules and regulations it deems necessary to enable the air district to achieve and maintain ambient air quality standards. This bill would require the state board, if the San Joaquin Valley Air Pollution Control District does not receive a determination of attainment from the United States Environmental Protection Agency for a national ambient air quality standard established by the agency pursuant to the federal Clean Air Act by the applicable attainment date for that standard, to undertake certain activities, including coordinating with the district and community-based organizations in the district and conducting outreach to under-resourced communities in the district to identify gaps in the state implementation plan and the district's attainment plan, rules, regulations, programs, and enforcement practices that impact the district's ability to attain and maintain that ambient air quality standard. | |
| AB 2556 O'Donnell D Local public employee organizations. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (June 29). Re-referred to Com. on APPR. | The Meyers-Milias-Brown Act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. Current law gives public employees the right to refuse to join or participate in the activities of employee organizations, and provides that employees who are members of a bona fide religion, body, or sect that has historically held conscientious objections to joining or financially supporting public employee organizations are not required to join or financially support a public employee organization as a condition of employment, as specified. Current law, the Firefighters Procedural Bill of Rights Act, grants certain employment rights to firefighters, as defined. This bill would authorize a recognized employee organization to charge an employee covered by the Firefighters Procedural Bill of Rights Act for the reasonable cost of representation when the employee holds a conscientious objection described above or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization. | |

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| AB 2594 Ting D Vehicle registration and toll charges. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR. | Current law requires the application for an original driver's license or renewal of a driver's license to contain specified information, including the applicant's name, age, gender category, mailing address, and residence address. Commencing January 1, 2027, this bill would require the application for an original driver's license or renewal of a driver's license to include a statement that the applicant may also need to change their address for purposes of their vehicle registration. | |
| AB 2622 Mullin D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses. | 6/30/2022-S. APPR. 6/30/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (June 29). Re-referred to Com. on APPR. | The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, 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, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026. | |
| AB 2625 Ting D Subdivision Map Act: exemption: electrical energy storage system. | 6/20/2022-S. THIRD READING 6/20/2022-From Consent Calendar. Ordered to third reading. | The Subdivision Map Act excludes various projects from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body. This bill would also exempt from the requirements of the Subdivision Map Act the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body. | |

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| AB 2647 Levine D Local government: open meetings. | 5/25/2022-S. GOV. & F. 6/30/2022-From committee: Amend, and do pass as amended. (Ayes 5. Noes 0.) (June 29). | Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. | |
| AB 2667 Friedman D Integrated Distributed Energy Resources Fund. | 6/27/2022-S. APPR. 6/30/2022-Read second time and amended. Re- referred to Com. on APPR. | Existing law requires the Public Utilities Commission to require the administration, until January 1, 2026, of a self-generation incentive program to increase the development of distributed generation resources and energy storage technologies. In administering the program, existing law requires the commission to provide an additional incentive of 20% from existing program funds for the installation of eligible distributed generation resources manufactured in California. This bill would establish the Integrated Distributed Energy Resources Fund as a special fund in the State Treasury, the moneys in which would be available to the Energy Commission, upon appropriation by the Legislature, for purposes of the bill. The bill would require the Energy Commission to administer the fund in consultation with the Public Utilities Commission and the State Air Resources Board to provide incentives for eligible resources to support statewide customer adoption of clean distributed energy resources, as specified. The bill would require the commission to | |

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| | | establish a system to equitably award incentives, as specified. The bill would authorize the commission to authorize incentives for different technology types to be combined within this program and with other state-mandated programs, as provided, and would require the commission to adopt equipment inspection, operation, and verification procedures, and applicable performance criteria for eligible resources, as specified. This bill contains other existing laws. | |
| AB 2696 Garcia, Eduardo D Electricity: transmission facilities: study. | 6/21/2022-S. APPR. 6/30/2022-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on APPR. | This bill would require the Energy Commission, in consultation with the California Infrastructure and Economic Development Bank, the Governor's Office of Business and Economic Development, the Independent System Operator, and the Public Utilities Commission, to conduct a study to review potential lower cost ownership and alternative financing mechanisms for new transmission facilities needed to meet the state's clean energy and climate targets, as specified, and to submit a report to the Governor and the Legislature, on or before September 30, 2023, with findings and recommendations related to the study. | |
| AB 2700 McCarty D Transportation electrification: electrical distribution grid upgrades. | 6/29/2022-S. APPR. 6/30/2022-Read second time and amended. Re- referred to Com. on APPR. | This bill would require the Energy Commission, in collaboration with the State Air Resources Board, the Public Utilities Commission, and other relevant stakeholders, to annually gather fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors from entities subject to its regulations and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. The bill would prohibit electrical corporations and local publicly owned electric utilities from disclosing that data to third parties. The bill would require electrical corporations and local publicly owned electric utilities, as part of their distribution planning processes, to consider the fleet data produced by the Energy Commission pursuant to this bill, and other available data, to facilitate the readiness of their distribution systems to support the state's anticipated level of electric vehicle charging, as specified. | |

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| AB 2703 Muratsuchi D Electric vehicle charging stations: reliability standards: low-income and disadvantaged community financial assistance. | 6/28/2022-S. APPR. 6/30/2022-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 14. Noes 2.) (June 28). | Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), working with the State Air Resources Board and the Public Utilities Commission, to prepare and update, as provided, a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030, and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. Current law establishes the Clean Transportation Program, administered by the Energy Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill would require a person who receives state funding to deploy a publicly available electric vehicle charging station to agree, as a condition of receiving the funding, to operate the station in compliance with reliability standards that would be developed by the Energy Commission, as specified. | |
| AB 2763 Kalra D Santa Clara Valley Transportation Authority: job order contracting. | 6/29/2022-S. CONSENT CALENDAR 6/30/2022-Read second time. Ordered to Consent Calendar. | Current law authorizes the Santa Clara Valley Transportation Authority to make contracts, enter into stipulations, and use a Construction Manager/General Contractor project delivery method for public transit projects. This bill would authorize the authority to enter into job order contracts, defined as indefinite-quantity contracts for repair, remodeling, or other repetitive work to be done according to unit prices, with the lowest responsible and responsive bidders. The bill would prohibit the authority from entering into a job order contract for work that is protected by a collective bargaining agreement and a single job order contract from exceeding \$5,000,000 in its first term and, if extended or renewed, from exceeding \$10,000,000 over the maximum of 2 extended terms, as specified. If the authority acts pursuant to that authorization, the bill would require the authority to report on its use of job order contracting, as specified. | |
| AB 2771 Friedman D | 6/22/2022-S. HEALTH 6/30/2022-From committee: Do pass. | Would prohibit, beginning January 1, 2025, a person or entity from manufacturing, selling, delivering, holding, or offering for sale in commerce any cosmetic product that | |

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| Cosmetic products: safety. | (Ayes 8. Noes 1.) (June 29). | contains intentionally added perfluoroalkyl and polyfluoroalkyl substances PFAS, as defined. | |
| AB 2807 Bonta, Mia D Transportation funding programs: eligibility: commercial harbor craft: public transportation ferries. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 29). Re-referred to Com. on APPR. | Current law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill would expand the purposes of the program to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission commercial harbor craft technologies. | |
| AB 2835 Fong R Sales and use taxes: exemptions: nonprofit blood centers. | 3/17/2022-A. REV. & TAX 4/18/2022-In committee: Hearing for testimony only. | The Sales and Use Tax Law provides various exemptions from that tax. This bill would exempt, on and after January 1, 2023, from sales and use tax the sale of tangible personal property to, or the use of tangible personal property by, a nonprofit organization that recruits blood donors, and is a member of an organization promoting blood banking services, as specified. | |
| AB 2933 O'Donnell D School transportation: apportionments. | 6/8/2022-S. ED. 6/16/2022-In committee: Hearing postponed by committee. | Would, notwithstanding any other law, require the Superintendent of Public Instruction, commencing with the 2022–23 fiscal year and for each fiscal year thereafter, to apportion to each school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program that provides pupil transportation services either 100% of its school transportation apportionment for the 2020–21 fiscal year or 100% of its reported home-to-school transportation costs as determined by a specified report, whichever is greater. The bill, commencing with the 2023–24 fiscal year, would annually adjust those amounts for inflation, as specified. The bill would provide that implementation of these provisions is | |

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| | | subject to an appropriation being made for purposes of those provisions in the annual Budget Act or another statute. | |
| AB 2956 Committee on Transportation Transportation. | 6/29/2022-S. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR with recommendation: To Consent Calendar. (Ayes 17. Noes 0.) (June 28). Re-referred to Com. on APPR. | Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the program to be funded by state and federal funds from appropriations in the annual Budget Act to the Department of Transportation, for allocation to the California Transportation Commission. Under existing law, the amount of these appropriations include 100% of federal Transportation Alternative Program funds, except as specified. This bill would revise those provisions to specify the federal statutory source for the Transportation Alternative Program and would make a related technical change. | |
| ACR 140 O'Donnell D Freight transportation: supply chain. | 6/21/2022-A. APPR. 6/21/2022-From committee: Be adopted, and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 6. Noes 0.) (June 21). Re-referred to Com. on APPR. | Would declare and recognize that the state is currently suffering a supply chain crisis. The measure would urge the state's public agencies, departments, and local governments to provide all due and proper assistance to carriers, cargo owners, public seaports, terminals, workers, and facilities to facilitate the essential service of delivering goods to Californians. | |
| SB 840 Skinner D 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. | |

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| SB 852 Dodd D Climate resilience districts: formation: funding mechanisms. | 6/27/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 1.) (June 27). Re-referred to Com. on APPR. | Would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. 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 establish project priorities and would authorize districts to establish additional priorities. | |
| SB 878 Skinner D School transportation. | 6/29/2022-A. APPR. 6/30/2022-Read second time and amended. Re-referred to Com. on APPR. | Existing law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in school buses 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 authorize 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 to offer to transport all pupils to and from their neighborhood school, as defined. The bill instead would authorize the governing board or body of the local educational agency, as defined, to purchase or rent and provide for the upkeep, care, and operation of vehicles, or to contract and pay for the transportation of pupils to and from school by common carrier or supplementary service, as defined, by a municipally owned transit system or the purchase of bus passes for a municipally owned transit system route that provides access to the general public, or to contract with and pay responsible private parties for the transportation. 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. | |

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| <p>SB 886 Wiener D</p> <p>California Environmental Quality Act: exemption: public universities: university housing development projects.</p> | <p>6/29/2022-A. APPR. SUSPENSE FILE 6/29/2022-June 29 set for first hearing. Placed on suspense file.</p> | <p>Would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements, including that each building within the project is certified as Leadership in Energy and Environmental Design (LEED) platinum or better by the United States Green Building Council, that the project's construction impacts are fully mitigated, and that the project is not located, in whole or in part, on certain types of sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements. By imposing additional duties on local governments, this bill would impose a state-mandated local program.</p> | |
| <p>SB 905 Skinner D</p> <p>Decarbonized Cement and Geologic Carbon Sequestration Demonstration Act.</p> | <p>6/20/2022-A. APPR. 6/23/2022-Read second time and amended. Re-referred to Com. on APPR.</p> | <p>Would establish the Decarbonized Cement and Geologic Carbon Sequestration Demonstration Act, which would require the State Air Resources Board to develop and administer the Geologic Carbon Sequestration Demonstration Initiative to evaluate the efficacy, safety, and viability of geologic sequestration of carbon dioxide not associated with enhanced oil recovery or fossil fuel production, among other things. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission and the State Water Resources Control Board, to award funding under the initiative, as specified, to at least one, but no more than 5, geologic carbon sequestration pilot projects that each meet specified criteria, including that the project begin construction before January 1, 2026. The bill would require the state board,</p> | |

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| | | before awarding funds under the initiative, to develop guidelines for implementation of the initiative and the development of geologic carbon sequestration pilot projects and criteria for the selection of eligible projects, as specified. The bill would require the state board, no later than January 1, 2026, to approve at least one geologic carbon sequestration pilot project for funding pursuant to the initiative. The bill would require the Secretary of the Natural Resources Agency, on or before July 1, 2024, to present a written proposal to the Legislature outlining legal standards governing agreements regarding 2 or more tracts of land overlying the same geologic storage reservoir or reservoirs for purposes of managing, developing, and operating a geologic carbon sequestration project, as provided. | |
| SB 917 Becker D Seamless Transit Transformation Act. | 6/28/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (June 27). Re-referred to Com. on APPR. | Current 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, 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 regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided. | |
| SB 922 Wiener D California Environmental Quality Act: | 6/30/2022-A. THIRD READING 6/30/2022-Read second time. Ordered to third reading. | The California Environmental Quality Act (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 delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active | Co-Sponsor |

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| exemptions: transportation- related projects. | | transportation plan or pedestrian plan. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. | |
| SB 932 Portantino D General plans: circulation element: bicycle and pedestrian plans and traffic calming plans. | 6/28/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (June 27). Re-referred to Com. on APPR. | Current law states the Legislature’s intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions. | |
| SB 942 Newman D Low Carbon Transit Operations Program: free or reduced fare transit program. | 6/28/2022-A. APPR. 6/29/2022-Read second time and amended. Re- referred to Com. on APPR. | Would exempt a transit agency using program moneys for the continuation of a free or reduced fare transit program from the above-described requirement to demonstrate that reductions in the emissions of greenhouse gases can be realized through the continuation of its transit program, and authorize the transit agency to continue to use those moneys for that purpose without any restriction to length of time. The bill would require the transit agency to submit an initial allocation request to the department and, for the next three fiscal years, to provide documentation necessary to meet an annual reporting requirement and comply with the program’s requirements. | |
| SB 959 Portantino D Surplus residential property: use of funds. | 6/29/2022-A. APPR. 6/29/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes | Current law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. Current law requires the Department of Transportation to deposit proceeds from the sale of surplus residential property from the department to a new owner in the SR-710 Rehabilitation Account. Existing law requires moneys in the account in excess of \$1,200,000 to be transferred to the State Highway Account in the State Transportation Fund, to be used for allocation by the California Transportation Commission exclusively to fund projects located in specified cities and in | |

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| | 8. Noes 0.) (June 29). Re-referred to Com. on APPR. | the 90032 postal ZIP Code. Existing law provides that eligible projects may include, but are not limited to, sound walls and other specified projects. This bill would expand the types of eligible projects to include transit-oriented development and active transportation infrastructure. | |
| <u>SB 991</u> <u>Newman</u> D Public contracts: progressive design-build: local agencies. | 6/16/2022-A. APPR. 6/20/2022-Read second time and amended. Re-referred to Com. on APPR. | Would, until January 1, 2029, authorize local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project, similar to the progressive design-build process authorized for use by the Director of General Services. The bill would require a local agency that uses the progressive design-build process to submit, no later than January 1, 2028, to the appropriate policy and fiscal committees of the Legislature a report on the use of the progressive design-build process containing specified information, including a description of the projects awarded using the progressive design-build process. The bill would require the design-build entity and its general partners or joint venture members to verify specified information under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. | |
| <u>SB 1020</u> <u>Laird</u> D Clean Energy, Jobs, and Affordability Act of 2022. | 6/27/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (June 27). Re-referred to Com. on APPR. | The California Global Warming Solutions Act of 2006 requires the State Air Resources 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. The act requires the state board to conduct a series of public workshops to give interested parties an opportunity to comment on the plan and requires a portion of those workshops to be conducted in regions of the state that have the most significant exposure to air pollutants, including communities with minority populations, communities with low-income populations, or both. This bill instead would modify, with respect to the provision that a portion of the workshops be conducted in regions of the state that have the most significant exposure to air pollutants, the | |

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| | | above-described included communities as additionally being areas designated as federal extreme nonattainment. | |
| <u>SB 1041</u> <u>Atkins D</u> Sales and use taxes: general exemptions. | 6/30/2022-A. APPR. 6/30/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 30). Re-referred to Com. on APPR. | Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, 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. The Sales and Use Tax Law provides various exemptions from those taxes, including an exemption for the sale of, or the storage, use, or consumption of, tangible personal property sold by a thrift store located on a military installation and operated by a designated entity, as defined, that, in partnership with the United States Department of Defense, provides financial, educational, and other assistance to members of the Armed Forces of the United States, eligible family members, and survivors that are in need. | |
| <u>SB 1049</u> <u>Dodd D</u> Transportation Resilience Program. | 6/2/2022-A. TRANS. 6/2/2022-Referred to Com. on TRANS. | Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria. | |
| <u>SB 1100</u> <u>Cortese D</u> | 6/22/2022-A. THIRD READING 6/22/2022-Read second | Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Current law authorizes | |

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| Open meetings: orderly conduct. | time. Ordered to third reading. | the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting. | |
| SB 1117 Becker D State Public Defender: grants. | 6/8/2022-A. APPR. 6/8/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (June 8). Re-referred to Com. on APPR. | The primary responsibilities of the State Public Defender are to represent those persons who are entitled to representation at public expense in specified proceedings and to provide assistance and training to specified attorneys. The State Public Defender, among other things, is authorized to represent any person who is not financially able to employ counsel in specified matters and to appear as a friend of the court, as specified. This bill would authorize the State Public Defender to administer and award grants to improve indigent defense services. | |
| SB 1121 Gonzalez D State and local transportation system: needs assessment. | 6/21/2022-A. APPR. 6/21/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 14. Noes 0.) (June 20). Re-referred to Com. on APPR. | Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter. | |

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| SB 1127 Atkins D Workers' compensation: liability presumptions. | 6/22/2022-A. APPR. 6/22/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 2.) (June 22). Re-referred to Com. on APPR. | Current law establishes a workers' compensation system, administered by the Administrative Director of the Division of Workers' Compensation, to compensate an employee for injuries arising out of and in the course of their employment. Existing law requires an injured employee to file a claim form with the employer. Under existing law, except for specified injuries, if liability is not rejected within 90 days after the date the claim form is filed with the employer, the injury is presumed compensable and the presumption is rebuttable only by evidence discovered subsequent to the 90-day period. This bill would, for specified firefighters and peace officers claiming illness or injury related to cancer, increase the number of compensable weeks to 240 without limitation as to time from the date of injury. | |
| SB 1156 Grove R Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment. | 3/17/2022-S. GOV. & F. 5/4/2022-May 4 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted. | Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel 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. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions. | |
| SB 1161 Min D Transit operators: street harassment plans. | 6/28/2022-A. APPR. 6/29/2022-Read second time and amended. Re-referred to Com. on APPR. | Would request the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, subject to an appropriation by the Legislature, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct | Co-Sponsor |

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| | | outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would require a transit operator to provide to the Transportation Agency specified information, including a description of the plan developed by the transit operator, actions taken to implement the plan, and efforts to consult riders. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified. The bill would require the Transportation Agency to, on or before January 1, 2027, produce and submit a report containing certain information related to the implementation of these provisions to the Legislature and the Governor. | |
| SB 1175 McGuire D Department of Transportation: intermodal passenger services: rail corridors. | 6/28/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (June 27). Re-referred to Com. on APPR. | Current law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor. | |
| SB 1196 Umberg D State Transit Assistance Program: eligibility: Anaheim Transportation Network. | 6/2/2022-A. TRANS. 6/27/2022-June 27 set for first hearing canceled at the request of author. | Pursuant to the State Transit Assistance (STA) Program, existing law requires certain funds in the account to be allocated by the Controller by formula to specified local transportation agencies for public transportation purposes. Current law provides that only STA-eligible operators are eligible to receive an allocation from a local transportation agency from the portion of program funds based on transit operator revenues and makes those operators eligible for other certain funds under the STA program, as provided. Under current law, an STA-eligible operator is defined as a public transportation operator eligible to claim local transportation funds. This bill would, for purposes of the STA program funds allocated based on transit operator revenues, expand the definition of an STA-eligible operator to include the Anaheim Transportation Network if its bylaws are | |

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| | | revised to increase transparency and accountability, including to provide for the appointment of its board of directors by the Anaheim City Council. | |
| SB 1217 Allen D State-Regional Collaborative for Climate, Equity, and Resilience. | 6/2/2022-A. NAT. RES. 6/2/2022-Referred to Coms. on NAT. RES. and TRANS. | Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative. | |
| SB 1226 Durazo D Joint powers agreements: zero-emission transportation systems or facilities. | 6/28/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 3.) (June 27). Re-referred to Com. on APPR. | The Joint Exercise of Powers Act authorizes 2 or more public agencies by agreement to exercise any power common to the contracting parties. Current law requires the agreement to state the purposes of the agreement or the power to be exercised, and provides that the agency or entity provided by the agreement to administer or execute the agreement may be one or more of the parties to the agreement, a commission or board constituted pursuant to the agreement, or a person, firm, or corporation, including a nonprofit corporation, designated in the agreement. Current law authorizes the agreement to, among other things, provide for the repayment or return to the parties of all or any part of any contributions, payments, or advances made by the parties and for payment to the parties of any sum or sums derived from the revenues of said facilities; and, authorizes the contracting parties to the agreement to issue revenue bonds to pay the cost and expenses of acquiring or constructing a project or conducting a program for specified purposes, including, but not limited to, transportation facilities and systems and for the conservation of natural resources. This bill would provide that, notwithstanding any other provision of the act, a private, nonprofit corporation that provides services to zero-emission transportation systems or facilities, including, but not limited to, finance, design, construction, operation, or maintenance, may enter into a joint powers | |

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| | | agreement with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities that lower greenhouse gases, reduce vehicle congestion and vehicle miles traveled, and improve public transit connections. | |
| SB 1230 Limón D Zero-emission and near-zero-emission vehicle incentive programs: requirements. | 6/27/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (June 27). Re-referred to Com. on APPR. | Would, on or before July 1, 2024, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the State Air Resources Board to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature. The bill would require the state board, contingent upon an appropriation by the Legislature, to create a single unified education and application portal that enables an applicant for any of those programs to access information about the program and to submit one application for all of the programs. | |
| SB 1251 Gonzalez D Governor's Office of Business and Economic Development: Office of the Zero-Emission Vehicle Equity Advocate. | 6/28/2022-A. APPR. 6/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (June 27). Re-referred to Com. on APPR. | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Current law establishes various programs to promote the development and adoption of zero-emission vehicles and alternative fuels. This bill would establish the Office of the Zero-Emission Vehicle Equity Advocate (office) within GO-Biz to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to develop and adopt an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028. | |

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| SB 1285 Gonzalez D Vehicles. | 2/18/2022-S. RLS. 3/2/2022-Referred to Com. on RLS. | Current law requires a bicycle that is operated on a roadway or the shoulder of a highway to be operated in the same direction as vehicles are required to be driven. This bill would make a technical, nonsubstantive change to that provision. | |
| SB 1354 Jones R Design-build contracting: cities, counties, and cities and counties: compliance with the federal Americans with Disabilities Act of 1990. | 6/29/2022-A. THIRD READING 6/29/2022-From consent calendar on motion of Assembly Member Reyes. Ordered to third reading. | Would authorize a city, county, or city and county to use the design-build contracting process to award contracts for constructing projects that are necessary in order to comply with the federal Americans with Disabilities Act of 1990. By expanding design-build authority to include additional projects, the bill would expand the scope of the crime of perjury, thereby imposing a state-mandated local program. | |
| SB 1373 Kamlager D Surplus land disposal. | 6/30/2022-A. THIRD READING 6/30/2022-Read second time. Ordered to third reading. | Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. Current law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements and the disposition is completed not later than December 31, 2022. Current law extends the date that the disposition must be completed by to December 31, 2024, for specified properties, including properties related to the Metro North Hollywood Joint Development Project. Current law further extends the dates by which the disposition of property must be completed, as specified, if the disposition of property, the local agency's right or ability to dispose of the property, or a development project for which the property is proposed to be transferred, is the subject of judicial challenge. This bill would extend the date by which the disposition of property must be completed to December 31, 2024, if the property is located in a local | |

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| | | agency with a population of over 2,000,000 persons and the local agency has either an option agreement duly authorized by the local agency's governing body to purchase the property from the former redevelopment agency, or an exclusive negotiation agreement with a private entity to develop the subject property for economic development or housing purposes. | |
| SB 1410 Caballero D California Environmental Quality Act: transportation impacts. | 6/29/2022-A. APPR. SUSPENSE FILE 6/29/2022-June 29 set for first hearing. Placed on suspense file. | The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines. | |
| SB 1414 Durazo D Surplus land disposal. | 2/18/2022-S. RLS. 3/9/2022-Referred to Com. on RLS. | Current law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Current law extends the dates by which the disposition of property must be completed, as specified, if the disposition of property, the local agency's right or ability to dispose of the property, or a development project for which the property is proposed to be transferred, is the subject of judicial challenge. This | |

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| | | bill would make a nonsubstantive change to the provision extending the dates by which the disposition of property must be completed if the property is subject to judicial challenge. | |
| SCR 68 Archuleta D First Lady Pat Nixon Memorial Highway. | 6/30/2022-S. DESK 6/30/2022-Coauthors revised. Read. Adopted. Ordered to the Senate. | Would designate the portion of State Route 91, from the Pioneer Boulevard undercrossing to the Carmenita Road overcrossing, as the First Lady Pat Nixon Memorial Highway. This measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs. | |

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FEDERAL LEGISLATION

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| HR 4346 | <p>CHIPS AND SCIENCE ACT The bill includes billions of dollars in new spending to increase domestic production of semiconductor chips and boost economic competitiveness in other industries through investments in manufacturing, research and development, and workforce development. Included in this legislation are two provisions that can support Metro’s Center for Transportation Excellence initiative, which in partnership with the County of Los Angeles aims to establish a rail rolling stock manufacturing center in Los Angeles County. Specifically, the bill provides \$10 billion over five years to create 20 regional technology and innovation hubs around the United States. It also greatly expands the Manufacturing USA program which will allow for the establishment of new Manufacturing USA Institutes around the country.</p> | 7/28/22 - adopted by the House |
| HR 5376 Rep. John Yarmuth (D-KY) | <p>BUILD BACK BETTER ACT 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.</p> | 11/19/21 – Passed the House Awaits action in the Senate |

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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
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| <p>S. 1931 Sen. Tom Carper (D- DE)</p> | <p style="text-align: center;">THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021</p> <p>Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.</p> | <p>5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW)</p> <p>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.</p> <p>11/15/21 – Bill signed into law as part of the Infrastructure Investment and Jobs Act</p> |
| <p>H.R. 2287 / S. 1172 Rep. Ayanna Pressley (D - MA) and Sen. Ed Markey (D - MA)</p> | <p style="text-align: center;">FREEDOM TO MOVE ACT</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> |

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| <p>H.R. 5228 / S. 2726</p> <p>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)</p> | <p>PUBLIC TRANSPORTATION EXPANSION ACT</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> |
| <p>H. R. 3684</p> <p>Rep. Peter DeFazio (D-OR)</p> | <p>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</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”.</p> <p>11/15/21 – Reauthorization legislation signed into law</p> |

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| | | 6/25/20 - Board adopts a Support position |
| H.R. 4550 Rep. David Price (D – NC) | TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022 This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies. | 03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022 |

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