

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

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position |
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| <p>AB 1604 Holden D</p> <p>Civil service: the Upward Mobility Act of 2022.</p> | <p>8/25/2022-A. ENROLLMENT 8/25/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 59. Noes 1.).</p> | <p>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 current 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. Current law exempts regulations of the board from the Administrative Procedure Act, except as specified. Current law establishes the Department of Human Resources and provides that, subject to the requirements of the California Constitution, it succeeds to and is vested with the duties, purposes, responsibilities, and jurisdiction exercised by the board as its designee with respect to the board's administrative and ministerial functions.</p> <p>- This bill, among other things, would require the board to post notices of proposed changes to regulations for public comment.</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.</p> <p>- 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> | |
| <p>AB 1626 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law:</p> | <p>1/10/2022-A. PRINT 1/11/2022-From printer. May be heard in committee February 10.</p> | <p>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.</p> <p>- This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made</p> | |

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| limitation on adjustment. | | on or after July 1, 2023. - This bill contains other related provisions. | |
| <u>AB 1638</u> <u>Kiley R</u> 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. | |
| <u>AB 1644</u> <u>Flora R</u> Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021. | 8/18/2022-A. ENROLLED 8/18/2022-Enrolled and presented to the Governor at 3:30 p.m. | The California Jobs Plan 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. Current 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. | |
| <u>AB 1678</u> <u>Fong R</u> 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 commodities. The bill would require the commission to submit, on or before January 1, 2023, a report to the Legislature documenting its recommendations. | |

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| and Supply Chain Deficiencies. | | | |
| <p><u>AB 1680</u> <u>Lee D</u></p> <p>Transportation: San Francisco Bay Area Rapid Transit District: policing responsibilities.</p> | <p>8/22/2022-A. ENROLLMENT 8/22/2022-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 75. Noes 0.). (Enrolled Text Released 8/24/2022)</p> | <p>Section 99171 of the Public Utilities Code authorizes specified transit districts, including the San Francisco Bay Area Rapid Transit District (BART), to issue prohibition orders to any person that 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, and prohibits a person issued a prohibition order from entering the property, facilities, or vehicles of the transit district, as specified. AB 1337 (Chapter 534 of the Statutes of 2021), effective January 1, 2022, amended Section 99171 of the Public Utilities Code to authorize a prohibition order to also be issued for those infractions committed in or on a property, facility, or vehicle upon which BART owes policing responsibilities, and to also prohibit a person issued a prohibition order from additionally entering the property, facilities, or vehicles upon which BART owes policing responsibilities, as specified. SB 357 (Chapter 86 of the Statutes of 2022), effective January 1, 2023, among other things, amended Section 99171 of the Public Utilities Code to strike a cross-reference to a statute the bill repeals. SB 357 also made the same changes to Section 99171 of the Public Utilities Code made by AB 1337, but only if SB 357 and AB 1337 were enacted and became effective on or before January 1, 2022, and SB 357 was enacted last. SB 357 was not enacted and did not become effective on or before January 1, 2022. Thus, SB 357, in addition to striking the cross-reference, deletes the amendments AB 1337 made to Section 99171 of the Public Utilities Code, as described above.</p> <p>- This bill would amend the above-described provision of SB 357 to instead incorporate the changes to Section 99171 of the Public Utilities Code made by AB 1337 if SB 357 and AB 1337 are enacted and become effective on or before January 1, 2023, rather than January 1, 2022, thereby preserving the changes AB 1337 made to Section 99171 of the Public Utilities Code that would otherwise be deleted by SB 357.</p> | |
| <p><u>AB 1685</u> <u>Bryan D</u></p> <p>Vehicles: parking violations.</p> | <p>8/15/2022-S. THIRD READING 8/25/2022-Read third time and amended. Ordered to third reading.</p> | <p>Current law requires a processing agency to offer a payment plan for unpaid parking citations to qualified indigent persons.</p> <p>- This bill would require a processing agency, if it seeks to collect an unpaid parking penalty by requesting the Department of Motor Vehicles to place a registration hold on the vehicle, to forgive at least \$1,500 in parking fines and fees annually for a qualified homeless person, provide certain information regarding the parking</p> | |

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| | | citation forgiveness program, including on its internet website, and collect and have readily available specified information. | |
| <u>AB 1711</u> <u>Seyarto R</u> Privacy: breach. | 8/24/2022- A. ENROLLMENT 8/24/2022-Assembly Rule 77(a) suspended. Senate amendments concurrent in. To Engrossing and Enrolling. (Ayes 74. Noes 1.). | 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. | |
| <u>AB 1751</u> <u>Daly D</u> Workers' compensation: COVID-19: critical workers. | 8/11/2022-S. THIRD READING 8/25/2022-Read third time and amended. Ordered to third reading. | Current law governs the procedures for filing a claim for workers' compensation, including filing a claim form, and provides that an injury is presumed compensable if liability is not rejected within 90 days after the claim form is filed, as specified. Current case law provides for how certain presumptions may be rebutted. 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. Current law creates a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. 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. Current law also makes 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, 2024. | |
| <u>AB 1886</u> <u>Cooper D</u> | 8/25/2022-S. THIRD READING | 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 | |

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| Public works: definition. | 8/25/2022-Read second time. Ordered to third reading. | for using public funds, except as specified. Current 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, as defined, maintenance performed for the routine cleaning 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. By expanding the scope of a crime, the bill would impose a state-mandated local program. | |
| <u>AB 1919</u> <u>Holden</u> D Youth Transit Pass Pilot Program: free youth transit passes. | 8/24/2022- A. ENROLLMENT 8/24/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0.) | Would, upon the appropriation of moneys by the Legislature, create the Youth Transit Pass Pilot Program, administered by the Department of Transportation, 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. The bill would authorize a transit agency with an existing fare free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided. The bill would repeal its provisions as of January 1, 2028. | Support |
| <u>AB 1938</u> <u>Friedman</u> D Traffic safety: speed limits. | 8/22/2022-S. THIRD READING 8/22/2022-Read second time. Ordered to third reading. | Current law establishes various default speed limits for vehicles upon highways, as specified. 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. The bill would prohibit the total reduction in the speed limit from exceeding 12.4 miles per hour from the 85th-percentile speed and would authorize a local | |

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| | | authority to retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction. The bill would make conforming changes. | |
| <u>AB 1949</u> <u>Low D</u> Employees: bereavement leave. | 8/17/2022-S. THIRD READING 8/17/2022-Read second time. Ordered to third reading. | 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. | |
| <u>AB 1951</u> <u>Grayson D</u> Sales and use tax: exemptions: manufacturing. | 8/25/22 – S. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 69. Noes 0.). | Existing sales and use tax laws impose taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including a partial exemption from those taxes, on and after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased by a qualified person for purchases not exceeding \$200,000,000, for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified; qualified tangible personal property purchased for use by a qualified person to be used primarily in research and development, as provided; qualified tangible personal property purchased for use by a qualified person to be used primarily to maintain, repair, measure, or test any qualified tangible personal property, as provided; and qualified tangible personal property purchased by a contractor purchasing that property for use in the performance of a construction contract for the qualified person, that will use that property as an integral part of specified processes. Existing law, on and after January 1, 2018, and before July 1, 2030, additionally exempts from those taxes the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased for use by a qualified person to be used primarily in the generation or production, as defined, or storage and distribution, as defined, of electric power. This bill would, on and after January 1, 2023, and before January 1, 2028, make this a full exemption for purchases not exceeding \$200,000,000. The bill would repeal these provisions on January 1, 2028, and would revert to the above-described partial exemption on that date. | |

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| <u>AB 1983</u> <u>Fong R</u> Department of General Services: best value procurement: vehicles and equipment. | 8/23/2022- A. ENROLLMENT 8/23/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 39. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling. | 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 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. The bill would omit the \$50,000,000 annual cap and the requirement for a prescribed evaluation as included in former law. | |
| <u>AB 1991</u> <u>Gabriel D</u> Motels and hotels: publicly funded shelter programs. | 8/25/2022- A. ENROLLMENT 8/25/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 75. Noes 0.). | Current law regulates the terms and conditions of tenancies and defines the term “persons who hire” for the purpose of regulating residential tenancies. Current law excludes from these provisions, among other things, occupancy at a hotel or motel if certain conditions are met. - 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. | |
| <u>AB 2019</u> <u>Petrie-Norris D</u> Small business enterprises. | 8/25/2022- A. ENROLLMENT 8/25/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To | 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 | |

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| | Engrossing and Enrolling. (Ayes 74. Noes 0.). | ensure that small businesses, as specified, are effectively involved and benefiting from the agency's procurement process. The bill would require the action plan and policy to be adopted by January 1, 2024. | |
| <u>AB 2057</u> <u>Carrillo</u> D Department of Transportation: goods movement data. | 8/11/2022-S. THIRD READING 8/25/2022-Read third time and amended. Ordered to third reading. | Current law establishes the Department of Transportation within the Transportation Agency and, among other things, requires the department to gather data related to public contracts awarded by the department. - This bill would require the department to create a web page on its internet website that contains links to existing registries and databases related to drayage trucks from certain sources. 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, to post the survey data on their internet websites, and to transmit a link to the data collected to the department. To the extent this bill would impose additional duties on local agencies operating a maritime port, the bill would impose a state-mandated local program. | |
| <u>AB 2061</u> <u>Ting</u> D Transportation electrification: electric vehicle charging infrastructure. | 8/24/2022-S. THIRD READING 8/24/2022-Read second time. Ordered to third reading. | Current law requires the Energy Commission to develop and adopt an investment plan to determine priorities and opportunities for the program. Current law requires the Energy Commission, in consultation with the State Air Resources Board (state board), as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified. - This bill would require the Energy Commission, in consultation with the PUC, to develop uptime recordkeeping and reporting standards for electric vehicle chargers and charging stations by January 1, 2024. The bill would require that the uptime recordkeeping and reporting standards only apply to electric vehicle chargers and charging stations that received an incentive from a state agency or through a charge on ratepayers, apply for a minimum of 6 years, and apply to electric vehicle chargers and charging stations installed on or after January 1, 2024. The bill would authorize the Energy Commission to consider additional reliability metrics, as specified, and require the Energy Commission, in consultation with the PUC, to hold a | |

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| | | public workshop to discuss and identify industry best practices and charger technology capabilities that are demonstrated to increase reliability. | |
| <u>AB 2075</u> <u>Ting D</u> Energy: electric vehicle charging standards. | 8/23/2022-A. ENROLLED 8/23/2022-Enrolled and presented to the Governor at 3 p.m. | The California Building Standards Law provides for the adoption of building standards by state agencies by requiring all state agencies that adopt or propose adoption of any building standard to submit the building standard to the California Building Standards Commission for approval and adoption. 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. | |
| <u>AB 2097</u> <u>Friedman D</u> Residential, commercial, or other development types: parking requirements. | 8/25/2022-S. THIRD READING 8/25/2022-Read second time. Ordered to third reading. | 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 authorizes the legislative body of a city or a county to adopt ordinances establishing requirements for parking, and 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 from imposing any minimum automobile parking requirement on any residential, commercial, or other development project, as defined, that is located within 1/2 mile of public transit, as defined. The bill, notwithstanding the above-described prohibition, would authorize a city, county, or city and county to impose or enforce minimum automobile parking requirements on a housing development project if the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact, supported by a preponderance of the evidence in the record, on the public | |

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| | | agency's ability to meet its share of specified housing needs or existing residential or commercial parking within 1/2 mile of the housing development. | |
| 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. | 8/23/2022-S. THIRD READING 8/23/2022-Read second time. Ordered to third reading. | Current 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. Current 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," "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 2264 Bloom D Pedestrian crossing signals. | 8/24/2022-A. ENROLLMENT 8/24/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.). | 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, and to include the installation, activation, and maintenance of an accessible pedestrian signal and detector, upon the first placement or replacement of a state-owned or operated traffic-actuated signal. | |

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| AB 2270 Seyarto R Authorized emergency vehicles. | 8/23/2022- A. ENROLLED 8/23/2022-Enrolled and presented to the Governor at 3 p.m. | 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. Current law does not prohibit the owner or operator of a toll facility and a local emergency service provider from entering into an agreement for the use of the toll facility. - 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. | 8/25/2022- A. ENROLLMENT 8/25/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 38. Noes 0.). In Assembly. Ordered to Engrossing and Enrolling. | 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 \$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. | Sponsor |
| AB 2344 Friedman D | 8/25/2022-S. THIRD READING 8/25/2022-Read | 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 | |

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| Wildlife connectivity: transportation projects. | second time. Ordered to third reading. | constructed without presenting barriers to fish passage. - This bill would require Caltrans, in consultation with DFW and other appropriate agencies, to establish an inventory of connectivity needs on the state highway system where the implementation of wildlife passage features could reduce wildlife-vehicle collisions or enhance wildlife connectivity, as specified. The bill would require Caltrans, no later than July 1, 2024, to develop and publish the inventory and a list of funded transportation projects with wildlife passage features that address wildlife connectivity needs and would require Caltrans to update the inventory project list at least once every two years. | |
| <u>AB 2392</u> <u>Irwin D</u> Information privacy: connected devices: labeling. | 8/24/2022- A. CONCURRENCE 8/25/2022-Assembly Rule 77(a) suspended. | 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. | |
| <u>AB 2438</u> <u>Friedman D</u> Transportation funding: guidelines and plans. | 8/15/2022-S. THIRD READING 8/25/2022-Read third time and amended. Ordered to third reading. | 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, as provided. | |
| <u>AB 2441</u> <u>Kalra D</u> | 8/25/2022- A. ENROLLMENT 8/25/2022-Assembly | Would require a public transit employer to provide written notice to the exclusive employee representative of the workforce affected by autonomous transit vehicle technology of its determination to begin, or its substantive progress toward initiating, any procurement process or a plan to acquire or deploy any autonomous | |

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| Public employment: local public transit agencies: autonomous transit vehicle technology. | Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 54. Noes 16.). | transit vehicle technology for public transit services that would eliminate job functions or jobs of the workforce to which the autonomous transit 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. The bill would require the public transit employer, following the written request for information by the exclusive employee representative, and within 30 days of receiving the specified information, to commence collective bargaining on specified subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology. | |
| AB 2442 Rivas, Robert D California Disaster Assistance Act: climate change. | 8/15/2022-S. THIRD READING 8/15/2022-Read second time. Ordered to third reading. | 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 natural and working lands, as described, improved forest management, and wildfire risk reduction measures. | |
| AB 2446 Holden D Embodied carbon emissions: construction materials. | 8/24/2022-A. ENROLLMENT 8/24/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To | Would require the State Air Resources Board, by July 1, 2025, to develop, in consultation with specified stakeholders, 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 framework to include a comprehensive strategy for the state’s building sector to achieve a 40% net reduction in greenhouse gas emissions of building materials, as determined from a baseline calculated using a certain 2026 report, if that report is 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 | |

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| | Engrossing and Enrolling. (Ayes 55. Noes 17.). | December 31, 2030. The bill would authorize the state board to adjust the interim target, as provided, and would require the established targets to begin no sooner than January 1, 2027. The bill would require the state board to form and maintain 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. | |
| AB 2449 Rubio, Blanca D Open meetings: local agencies: teleconferences. | 8/25/2022- A. ENROLLMENT 8/25/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 67. Noes 2.). | <p>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 generally requires posting an agenda at least 72 hours before a regular meeting that contains a brief general description of each item of business to be transacted or discussed at the meeting, and prohibits any action or discussion from being undertaken on any item not appearing on the posted agenda. The act authorizes a legislative body to take action on items of business not appearing on the posted agenda under specified conditions. The act contains specified provisions regarding 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. The act provides an exemption to the jurisdictional requirement for health authorities, as defined.</p> <p>- 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 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. Under this exception, the bill would authorize a member to participate remotely under specified circumstances, including participating remotely for just cause or due to emergency circumstances.</p> | |
| AB 2496 Petrie-Norris D | 8/25/2022-S. THIRD READING | Current law requires every motor vehicle subject to registration to be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise and prohibits a muffler | |

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| Vehicles: exhaust systems. | 8/25/2022-Read second time. Ordered to third reading. | or exhaust system from being equipped with a cutout, bypass, or similar device. Current law further prohibits the modification of an exhaust system of a motor vehicle in a manner that will amplify or increase the noise emitted by the motor of the vehicle so that the vehicle exceeds existing noise limits when tested in accordance with specified standards. - This bill would require a court to require a certificate of compliance for a violation of the noise limit requirements mentioned above for specified vehicles. | |
| AB 2537 Gipson D Vehicles: driver education. | 8/24/2022- A. ENROLLMENT 8/24/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.). | Would require the Department of Justice, in conjunction with the department 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 State Air Resources Board: San Joaquin Valley Air Pollution Control District: nonattainment. | 8/25/2022- A. ENROLLMENT 8/25/2022-Read third time. Passed. Ordered to the Assembly. (Ayes 27. Noes 13.). In Assembly. Concurrence in Senate amendments pending. May be considered on or | Would require the State Air Resources 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. | |

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| | after August 27 pursuant to Assembly Rule 77. Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. | | |
| AB 2556 O'Donnell D Local public employee organizations. | 8/11/2022-S. THIRD READING 8/25/2022-Read third time and amended. Ordered to third reading. | Existing 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. - 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, as described above, or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization. The bill would apply this authorization only to these proceedings for which the recognized employee organization does not exclusively control the process. - This bill contains other related provisions and other existing laws. | |
| AB 2594 Ting D Vehicle registration and toll charges. | 8/9/2022-S. THIRD READING 8/9/2022-Read second time. Ordered to third reading. | 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. | |

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| AB 2622 Mullin D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses. | 8/24/2022- A. ENROLLMENT 8/24/2022-Assembly Rule 77(a) suspended. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0.). | 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. | 8/16/2022- A. ENROLLED 8/16/2022-Enrolled and presented to the Governor at 4 p.m. | 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. | |
| AB 2647 Levine D Local government: open meetings. | 8/22/2022- A. ENROLLMENT 8/22/2022-Senate amendments concurred in. To Engrossing and | Current law, the California Public Records Act, requires state agencies and local agencies to make public records available for inspection, subject to specified criteria, and with specified exceptions. Current law, the Ralph M. Brown Act, requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. - 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 | |

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| | Enrolling. (Ayes 74. Noes 0.). | 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. | |
| <u>AB 2667</u> <u>Friedman D</u> Distributed energy resources: incentives. | 8/25/2022-S. THIRD READING 8/25/2022-Read second time. Ordered to third reading. | Would require the Energy Commission to use funds appropriated by the Legislature to provide incentives to eligible customers who install behind-the-meter energy storage systems, or self-generation systems paired with energy storage systems, to support statewide customer adoption of clean distributed energy resources, as specified. The bill would require the Energy Commission to establish a system to equitably award incentives and set incentive levels, as specified, and to prioritize certain resources. The bill would authorize the Energy 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 Energy Commission to adopt equipment inspection, operation, and verification procedures, and applicable performance criteria for eligible resources, as specified. | |
| <u>AB 2700</u> <u>McCarty D</u> Transportation electrification: electrical distribution grid upgrades. | 8/11/2022-S. THIRD READING 8/11/2022-From committee: Do pass. (Ayes 5. Noes 0.) (August 11). Read second time. Ordered to third reading. | 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 (PUC), to prepare, at least once every 2 years, a statewide assessment of the electrical vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet certain goals. - This bill would require the Energy Commission, in collaboration with the State Air Resources Board, the PUC, and other relevant stakeholders, to annually gather from state agencies, as provided, specified entities’ fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors 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. | |
| <u>AB 2763</u> <u>Kalra D</u> | 8/22/2022-A. ENROLLMENT | Current law creates the Santa Clara Valley Transportation Authority with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Current | |

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| Santa Clara Valley Transportation Authority: job order contracting. | 8/22/2022-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0.). | law authorizes the 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, among other things, 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. The bill would repeal these provisions on January 1, 2028. | |
| AB 2771 Friedman D Cosmetic products: safety. | 8/23/2022-A. ENROLLMENT 8/23/2022-Assembly Rule 77 suspended. (Ayes 60. Noes 16.) Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 60. Noes 7.). | 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 contains intentionally added perfluoroalkyl and polyfluoroalkyl substances PFAS, as defined. | |
| 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. | |

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| <u>AB 2956</u> Committee on Transportation Transportation. | 8/23/2022-S. THIRD READING 8/23/2022-Read second time. Ordered to third reading. | 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. | |
| <u>ACR 140</u> <u>O'Donnell D</u> Freight transportation: supply chain. | 8/16/2022-S. RLS. 8/16/2022-In Senate. To Com. on RLS. | 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. | |
| <u>SB 17</u> <u>Pan D</u> Racial Equity Commission. | 8/29/2022 – Asm. Ordered to third reading. | This bill, until January 1, 2030, would establish in state government a Racial Equity Commission. The bill would require the commission to develop resources, best practices, and tools for advancing racial equity by, among other things, developing a statewide Racial Equity Framework that includes methodologies and tools that can be employed to advance racial equity and address structural racism in California. The bill would require the commission to prepare an annual report that summarizes feedback from public engagement with communities of color, provides data on racial inequities and disparities in the state, and recommends best practices on tools, methodologies, and opportunities to advance racial equity and to submit that report, on or after December 1, 2025, and annually thereafter, to the Governor and the Legislature, as specified. | Support |
| <u>SB 840</u> <u>Skinner D</u> 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. | 8/23/2022- S. ENROLLED 8/23/2022-Enrolled and presented to the Governor at 12:30 p.m. | Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including projects that enable communities to adapt to the impacts of climate change. Current law also requires the legislative body to establish a public financing authority, defined as the governing board of the enhanced infrastructure financing district, prior to the adoption of a resolution to form an enhanced infrastructure district and adopt an infrastructure financing plan. - This bill would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, 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, except as specified. 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. | |
| SB 878 Skinner D Drivers of unaccompanied minors: workgroup. | 8/16/2022-A. THIRD READING 8/16/2022-Read second time. Ordered to third reading. | Would require the State Department of Education to convene a workgroup comprising specified representatives to develop recommendations pertaining to safety standards for drivers of unaccompanied minors to school, as provided. The bill would, on or before April 1, 2023, require the department to submit the workgroup’s recommendations to the appropriate budget and policy committees of the Legislature. | |
| SB 886 Wiener D California Environmental Quality Act: exemption: | 8/24/2022- S. ENROLLMENT 8/24/2022-Assembly amendments concurred in. (Ayes 37. Noes 1.) Ordered | 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 | |

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| public universities: university housing development projects. | to engrossing and enrolling. | 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. | |
| <u>SB 905 Skinner</u> D Decarbonized Cement and Geologic Carbon Sequestration Demonstration Act. | 8/25/2022-A. APPR. 8/25/2022-Re-referred to Com. on APPR. pursuant to Assembly Rule 77.2. | 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. The bill would require the state board, 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 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. | |
| <u>SB 922 Wiener</u> D California Environmental Quality Act: exemptions: | 8/23/2022-S. ENROLLED 8/23/2022-Enrolled and presented to the Governor at 12:30 p.m. | 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 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 | Co-Sponsor |

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| transportation-related projects. | | active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law. | |
| <u>SB 932</u> <u>Portantino</u> D General plans: circulation element: bicycle and pedestrian plans and traffic calming plans. | 8/16/2022-A. THIRD READING 8/25/2022-Read third time and amended. Ordered to third reading. | Existing 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. - This bill contains other related provisions and other existing laws. | |
| <u>SB 942</u> <u>Newman</u> D Low Carbon Transit Operations Program: free or reduced fare transit program. | 8/23/2022-S. ENROLLMENT 8/23/2022-Assembly amendments concurred in. (Ayes 39. Noes 0.) Ordered to engrossing and enrolling. | Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce the emissions of greenhouse gases and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. Current law authorizes a transit agency that has used program moneys for certain authorized operational assistance purposes in a previous fiscal year to use those moneys to continue the same service or program in any subsequent fiscal year if the transit agency can demonstrate that reductions in the emissions of greenhouse gases can be realized. - This bill 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. | |

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| SB 959 Portantino D Surplus residential property: use of funds: priorities and procedures: City of Pasadena. | 8/11/2022-A. H. & C.D. 8/11/2022-From consent calendar on motion of Assembly Member Reyes. Ordered to third reading. Read third time and amended. Ordered to third reading. Re-referred to Com. on H. & C.D. pursuant to Assembly Rule 77.2. (Amended 8/25/2022) | This bill, with respect to surplus residential property that is located within the City of Pasadena, would instead require that if the surplus residential property is not sold to a present occupant, as described above, the property be offered at fair market value to present tenants who have occupied the property for 5 years or more and who are in good standing with all rent obligations current and paid in full, with first right of occupancy to the present occupants. The bill would then require that the property be offered to the City of Pasadena, subject to specified terms and conditions. Finally, the bill would require that surplus residential property be offered to a housing-related entity or nonprofit private entity, as applicable, pursuant to existing provisions before being sold at fair market value, pursuant to existing provisions. - This bill contains other related laws and provisions. | |
| SB 991 Newman D Public contracts: progressive design-build: local agencies. | 8/23/2022-S. ENROLLED 8/23/2022-Enrolled and presented to the Governor at 12:30 p.m. | 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. | |
| SB 1020 Laird D | 8/16/2022-A. THIRD READING | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state | |

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| Clean Energy, Jobs, and Affordability Act of 2022. | 8/16/2022-Read second time. Ordered to third reading. | 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 above-described included communities as additionally being areas designated as federal extreme nonattainment. 2035, 2035, 2035, as specified. - This bill contains other related provisions and other existing laws. | |
| SB 1041 Atkins D Sales and use taxes: general exemptions. | 8/17/2022-S. ENROLLED 8/17/2022-Enrolled and presented to the Governor at 10:30 a.m. | The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. 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. Current law provides that this exemption will remain in effect only until January 1, 2024. - This bill would remove the exemption's expiration date. | |
| SB 1117 Becker D State Public Defender: grants. | 8/25/2022-S. ENROLLMENT 8/25/2022-In Senate. Ordered to engrossing and enrolling. | 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. | |

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| SB 1121 Gonzalez D State and local transportation system: needs assessment. | 8/15/2022-A. THIRD READING 8/23/2022-Read third time and amended. Ordered to third reading. | Would require the California Transportation Commission, in consultation with the Transportation Agency and the Department of Transportation, 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 to the Legislature an interim needs assessment on or before January 1, 2024, and a completed needs assessment on or before January 1, 2025, and every 5 years thereafter. | |
| SB 1127 Atkins D Workers' compensation: liability presumptions. | 8/16/2022-A. THIRD READING 8/23/2022-Read third time and amended. Ordered to third reading. | Current 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. For certain injuries or illnesses, including hernia, heart trouble, pneumonia, or tuberculosis, among others, sustained in the course of employment of a specified member of law enforcement or a specified first responder, this bill would reduce those time periods to 75 days. | |
| 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: | 8/15/2022-A. THIRD READING 8/23/2022-Read third time and amended. | Current law provides various provisions applicable to all public transit and transit districts. - This bill would require the Mineta Transportation Institute at San Jose State University to, on or before December 31, 2023, develop and make available on its internet website a survey for the purpose of promoting | Co-Sponsor |

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| street harassment survey. | Ordered to third reading. | consistency in the collection of specified survey data to inform efforts to improve the safety of riders and reduce street harassment on public transit. | |
| SB 1175 McGuire D Department of Transportation: intermodal passenger services: rail corridors. | 8/25/2022-S. ENROLLMENT 8/25/2022-Read third time. Passed. Ordered to the Senate. In Senate. Ordered to engrossing and enrolling. | 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 1226 Durazo D Joint powers agreements: zero-emission transportation systems or facilities. | 8/23/2022-S. ENROLLMENT 8/23/2022-Assembly amendments concurred in. (Ayes 30. Noes 9.) Ordered to engrossing and enrolling. | Would, notwithstanding any other provision of the Joint Exercise of Powers Act, authorize a private, nonprofit corporation formed for the purposes of providing services to zero-emission transportation systems or facilities, including, but not limited to, finance, design, construction, operation, or maintenance, or authorized by their board of directors to provide such services, to join a joint powers authority or enter into a joint powers 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. The bill, notwithstanding any other law, would prohibit a joint powers authority formed pursuant to these provisions from incurring debt. Under the bill, the authority would be governed by a board of directors, composed as determined by the participating public agency or agencies. The bill would prohibit the representation of private, nonprofit mutual benefit corporations on the board of directors from exceeding 50%. The bill would define terms for its purposes. The bill's provisions would be repealed on January 1, 2032. | |
| SB 1230 Limón D Zero-emission and near-zero- | 8/16/2022-A. THIRD READING 8/22/2022-Read third time and amended. | Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under current law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents | |

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| emission vehicle incentive programs: requirements. | Ordered to third reading. | through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. - This bill 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 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 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. | |
| SB 1251 Gonzalez D Governor's Office of Business and Economic Development: Zero-Emission Vehicle Market Development Office: Zero-Emission Vehicle Equity Advocate. | 8/16/2022-A. THIRD READING 8/23/2022-Read third time and amended. Ordered to third reading. | Would continue the zero-emission vehicle division of GO-Biz in existence within GO-Biz as the Zero-Emission Vehicle Market Development Office (office). The bill would require the Governor's Office of Business and Economic Development to continue to be administered by a deputy director appointed by, and serving at the pleasure of, the Governor. The bill would also establish, until January 1, 2028, the Zero-Emission Vehicle Equity Advocate in the office who would also be appointed by, and serve at the pleasure of, the Governor. The bill would require the office 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 as part of a periodic update to a specified zero-emission vehicle strategy developed by the office and to notify the relevant policy committees of the Legislature of the information provided in that update. | |
| 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 | 6/29/2022-A. 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 construction-related accessibility | |

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| Design-build contracting: cities, counties, and cities and counties: compliance with the federal Americans with Disabilities Act of 1990. | 8/24/2022-Read third time and amended. Ordered to third reading. | standards, as specified. 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 8/25/2022-Read third time and amended. Ordered to third reading. | Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing 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. Existing 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. Existing 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 charter city with a population of over 2,000,000 persons and a local agency has an option agreement duly authorized by the local agency’s governing body to purchase the property from the former redevelopment agency. The bill would further extend that date 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 contains other related provisions. | |

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| 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 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. | |

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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> | 08/09/2022 - Became Public Law No: 117-167 |
| 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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| <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> |
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| H.R. 2287 / S. 1172 Rep. Ayanna Pressley (D - MA) and Sen. Ed Markey (D - MA) | <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> |
| H.R. 5228 / S. 2726 Rep. Henry “Hank” C. Johnson, Jr. (D- GA) and Senator Jon Ossoff (D- GA) | <p style="text-align: center;">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> |

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| <p>H. R. 3684 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”. 11/15/21 – Reauthorization legislation signed into law</p> <p>6/25/20 - Board adopts a Support position</p> |
| <p>H.R. 4550 Rep. David Price (D – NC)</p> | <p>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</p> <p>This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.</p> | <p>03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022</p> |

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