

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
OCTOBER 2018
Metro Government Relations

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 87 Ting D Vehicles: removal: autonomous vehicles.	9/22/2018- A. CHAPTERED 9/22/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 667, Statutes of 2018.	Existing law authorizes a peace officer, or a public employee who is engaged in directing traffic or enforcing parking laws, to remove a vehicle under specified circumstances, including when the vehicle is found or is operating on the highway with a registration expiration date in excess of 6 months before the date it is found or operated on the highway, or displaying a license plate or registration sticker that was not issued for that vehicle. This bill would additionally authorize a peace officer or specified public employee, as specified, to remove a vehicle that uses autonomous technology without a valid permit that is required to operate the vehicle on public roads. The bill would authorize the release of the vehicle after the registered owner of, or person in control of, the autonomous vehicle furnishes the storing law enforcement agency with proof of current registration and a valid driver's license, and either a valid permit that is required to operate the autonomous vehicle using autonomous technology on public roads or a declaration or sworn statement to the Department of Motor Vehicles that states that the autonomous vehicle will not be operated using autonomous technology, as specified. The bill would make additional technical, nonsubstantive changes.		Floor Analysis (text 8/6/2018) Support Oppose
AB 91 Cervantes D High-occupancy vehicle lanes.	9/18/2018- A. CHAPTERED 9/18/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 468, Statutes of 2018.	Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would require the department to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of		Floor Analysis (text 8/24/2018) Support Oppose

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		heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside.		
AB 306 Gonzalez Fletcher D Vote by mail ballots.	8/28/2018- A. CHAPTERED 8/27/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 203, Statutes of 2018.	Existing law requires a vote by mail voter to return his or her voted vote by mail ballot (1) by mail or in person to the elections official, (2) in person to a member of a precinct board at a polling place or vote center, or (3) to a vote by mail ballot dropoff location, as specified. Existing law permits a vote by mail voter who is unable to return his or her ballot to designate another person to return the ballot. Existing law requires that the identification envelope of a vote by mail ballot contain, among other things, the name of the person authorized to return it, the relationship of that person to the voter, and that person's signature. Existing law requires that all vote by mail ballots be received before the close of the polls on election day and prohibits a ballot from being counted if not received before that time. This bill would require a person designated to return a voter's vote by mail ballot to return the ballot or put it in the mail no later than three days after receiving it from the voter or before the close of the polls on election day, whichever time period is shorter. However, the bill would prohibit disqualifying a ballot from being counted solely because it was returned or mailed more than three days after the designated person received it from the voter, provided that the ballot is returned by the designated person before the close of polls on election day. The bill would also prohibit disqualifying a ballot solely because the person returning it did not provide on the identification envelope his or her name, relationship to the voter, or signature.	Watch	Floor Analysis (text 6/20/2018) Support Oppose
AB 636 Irwin D	8/20/2018- A. CHAPTERED 8/20/2018-	(1)Existing law provides for a portion of gasoline and diesel excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of		Floor Analysis (text 6/4/2018) Support Oppose

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Local streets and roads: expenditure reports.	Approved by the Governor. Chaptered by Secretary of State - Chapter 159, Statutes of 2018.	registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller by December 1 of each year relative to the preceding fiscal year ending on June 30. This bill contains other related provisions and other existing laws.		
AB 697 Fong R Tolls: exemption for privately owned emergency ambulances.	9/10/2018- A. VETOED 9/10/2018- Vetoed by the Governor	Existing 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, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Existing law provides procedures for an operator of a toll facility and a public agency to resolve certain disputes relating to the nonpayment of tolls. Existing law allows for agreements between the owner or operator of a toll facility and a local emergency service provider that establish terms for the use of the toll facility by the emergency service provider. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions.		Floor Analysis (text 6/12/2017) Support Oppose
AB 709	9/19/2018-	Existing law provides for the creation of the Sacramento Regional Transit		Local Government (text 8/22/2018)

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McCarty D Sacramento Regional Transit District.	A. CHAPTERED 9/19/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 522, Statutes of 2018.	District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law authorizes the board of directors of the district to adopt a retail transactions and use tax ordinance, subject to the approval of 2/3 of the electors at a special election. Existing law requires the district's retail transactions and use tax ordinance to provide for rates of 1/4 or 1/2 of 1% and requires that the ordinance be operative on the first day of the first calendar quarter commencing less than 180 days after adoption of the ordinance. This bill would revise and recast these and other related provisions. The bill would modify the description of the authorized boundaries of the district and provide that the district is a rapid transit district, as defined. The bill would specify that certain property and facilities used by the district are transit works and facilities, and constitute public works for the purposes of the Public Contract Code. The bill would modify the definition of a quorum as applied to meetings of the board. The bill would authorize the district to publish ordinances on its Internet Web site as an alternative to newspaper publication. The bill would authorize the board secretary to be a district employee appointed by the board. This bill contains other related provisions.		Support 350 Sacramento's Transportation Team City of Sacramento Sacramento Regional Transit District Oppose Howard Jarvis Taxpayers Association
AB 1205 Jones-Sawyer D Los Angeles County Metropolitan Transportation	9/18/2018- A. CHAPTERED 9/18/2018- Approved by the Governor. Chaptered by Secretary of	Existing law creates the Los Angeles County Metropolitan Transportation Authority, with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law authorizes the authority to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified small business enterprises, as long as price quotations are obtained by the authority from 3 or more small business enterprises, and	Sponsor	Local Government (text 8/20/2018) Support Los Angeles County Metropolitan Transportation Authority Oppose None

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Authority: contracting.	State - Chapter 473, Statutes of 2018.	requires the authority to report to the Legislature by December 31, 2017, regarding any contracts awarded in this regard. This bill would make inoperative, on January 1, 2024, the authority's power to set aside work for competition among certified small businesses and award contracts under these circumstances. This bill contains other related provisions.		
AB 1759 McCarty D Public trust lands: City of Sacramento.	9/5/2018- A. CHAPTERED 9/5/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 250, Statutes of 2018.	Under existing law, known as the public trust doctrine, the state has title as trustee to all tidelands and navigable lakes and streams and is charged with preserving these waterways for navigation, commerce, and fishing, as well as for scientific study, recreation, and as an open space and habitat for birds and marine life. Existing law authorizes the State Lands Commission to enter into an exchange with any person or any private or public entity of filled or reclaimed tide and submerged lands or beds of navigable waterways, or interests in these lands, that are subject to the public trust if the commission determines that certain conditions are met, including that the exchange is for one or more specified purposes. Existing law grants the rights and interests of the state in specified portions of the old bed of the American River to the City of Sacramento, subject to certain conditions and requirements. This bill would grant and convey in trust in relation to real property known as the Sand Cove Parcels, as described, to the City of Sacramento, in the County of Sacramento, and to its successors, all of the rights, title, and interests of the state, to be held by the city in trust for the benefit of all the people of the state for public trust purposes, as provided. The bill would authorize the city to use the trust lands for the construction, reconstruction, repair, and maintenance of any transportation, utility, or other infrastructure that is incidental, necessary, or convenient to promote or accommodate uses consistent with the public trust doctrine. The bill would require the city to comply with various requirements regarding the use of the trust lands, including that the city submit a trust lands		Floor Analyses (text 5/9/2018) Support Oppose

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		use plan and a trust lands use report to the State Lands Commission. If the commission determines that the city is violating or about to violate the terms of the trust grant or other law relating to its obligations under the public trust doctrine or this bill, the bill would authorize the commission, after providing notice and an opportunity to correct the violation, to bring an action to enforce the rights of the state and people as settlor beneficiary of the public trust doctrine. The bill would repeal specified statutes to facilitate the transfer of these trust lands to the city pursuant to the bill. This bill contains other related provisions and other existing laws.		
AB 1798 Chu D Schoolbuses: passenger restraint systems.	8/28/2018- A. CHAPTERED 8/27/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 206, Statutes of 2018.	Existing law requires that schoolbuses manufactured on or after July 1, 2004, or July 1, 2005, depending on vehicle capacity and weight, and purchased or leased for use in California be equipped with a passenger restraint system, as specified, at all designated seating positions, unless specifically prohibited by the National Highway Traffic Safety Administration. Existing law makes a violation of these requirements a crime. This bill would require that, on or before July 1, 2035, all schoolbuses in use in California be equipped with a passenger restraint system, as defined. Because a violation of the bill's requirements would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Floor Analyses (text 3/14/2018) Support Oppose
AB 1804 Berman D California Environmental Quality Act: exemption:	9/22/2018- A. CHAPTERED 9/22/2018- Approved by the Governor. Chaptered by Secretary of	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would, until January 1, 2025, exempt from CEQA residential or mixed-use housing projects, as defined, located in unincorporated areas of a county		Floor Analysis (text 8/24/2018) Support Oppose

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residential or mixed-use housing projects.	State - Chapter 670, Statutes of 2018.	meeting certain requirements. The bill would require a lead agency, if the lead agency determines that a residential or mixed-use housing project is exempt from CEQA, to file a notice of exemption with the Office of Planning and Research and the county clerk in the county in which the project is located. Because a lead agency would be required to determine the applicability of this exemption and to file a notice with the office and the county clerk, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1912 Rodriguez D Public employees' retirement: joint powers agreements: liability.	9/29/2018- A. CHAPTERED 9/29/2018- Signed by the Governor	(1)Existing law establishes various public agency retirement systems, including, among others, the Public Employees' Retirement System, the State Teachers' Retirement System, the Judges' Retirement System II, and various county retirement systems pursuant to the County Employees Retirement Law of 1937. These systems provide defined pension benefits to public employees based on age, service credit, and amount of final compensation. Existing law authorizes a contracting agency, as defined, to terminate a contract under the Public Employees' Retirement System pursuant to specified procedures and authorizes the Board of Administration of the Public Employees' Retirement System to terminate a contract with a contracting agency under specified circumstances, including if a contracting agency fails to pay any installment of contributions into the Public Employees' Retirement Fund. This bill would specify that the parties to the joint powers agreement may not specify otherwise with respect to retirement liabilities of the agency if the agency contracts with a public retirement system, and would eliminate an authorization for a party to a joint powers agreement to separately contract or assume responsibilities for specific debts, liabilities, or obligations of the agency. This bill contains other related provisions and other existing laws.	Oppose	Floor Analysis (text 8/24/2018) Support Oppose
AB 1945	9/27/2018-	The California Global Warming Solutions Act of 2006 establishes the State Air		Floor Analysis (text 8/24/2018)

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Garcia, Eduardo D California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.	A. VETOED 9/27/2018- Vetoed by Governor.	Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law requires the moneys from the fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the act and, among other things, to maximize economic, environmental, and public health benefits to the state. This bill, beginning July 1, 2019, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality and to include a specified application timeline and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications. This bill contains other related provisions.		Support Oppose
AB 1947 Low D Petitions: compensation for signatures.	9/18/2018- A. VETOED 9/18/2018- Vetoed by Governor.	Under existing law, a person who is 18 years of age or older may circulate an initiative, referendum, or recall petition. This bill would provide that a person or organization who pays a person money or any other thing of value based on the number of signatures obtained on a state or local initiative, referendum, or recall petition is guilty of a misdemeanor punishable by a specified fine, imprisonment, or both that fine and imprisonment. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other		Floor Analyses (text 4/2/2018) Support Oppose

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		related provisions and other existing laws.		
AB 2034 Kalra D Human trafficking: notice.	9/27/2018- A. CHAPTERED 9/27/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 812, Statutes of 2018.	Existing law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Existing law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. This bill would require, on or before January 1, 2021, specified businesses or other establishments that operate an intercity passenger rail, light rail, or bus station to provide training to new and existing employees who may interact with, or come into contact with, a victim of human trafficking or who are likely to receive, in the course of their employment, a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified. Because the bill would require local government agencies to perform additional duties, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		Floor Analysis (text 8/17/2018) Support Oppose
AB 2061 Frazier D Near-zero-emission and zero-emission	9/20/2018- A. CHAPTERED 9/20/2018- Approved by the Governor. Chaptered by	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a		Floor Analysis (text 7/5/2018) Support Oppose

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vehicles.	Secretary of State - Chapter 580, Statutes of 2018.	comparable diesel tank and fueling system. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. This bill would, to the extent expressly authorized by federal law, authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. This bill contains other related provisions and other existing laws.		
AB 2155 Mullin D Political Reform Act of 1974: campaign disclosures.	9/26/2018- A. CHAPTERED 9/26/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 777, Statutes of 2018.	(1) Existing law, the Political Reform Act of 1974, provides for the comprehensive regulation of campaign financing and activities. Existing law under the act requires advertisements to include prescribed disclosure statements, and defines an advertisement for these purposes. Existing law excludes a number of communications from the definition of advertisement, including electronic media communications for which the inclusion of specified disclosures regarding the funding of the communication is impractical or incompatible with the technology used. Existing law also defines "top contributors" for these purposes to mean the persons from whom a committee paying for an advertisement has received its three highest cumulative contributions of \$50,000 or more, and provides that if two or more contributors of identical amounts qualify as top contributors, the most recent contributor shall be listed in disclosures of top contributors for advertisements paid for by committees. Existing law specifies the formatting of disclosures for advertisements that are disseminated as a video, print advertisements, and electronic media advertisements. This bill would exclude additional types of communications from the definition of advertisement, including certain electronic media communications requested by the recipient, communications solicited by the recipient, or communications for which inclusion of disclosures would be impracticable or severely interfere with the committee's ability to convey the intended message, as determined by regulations of the Fair	Watch	Floor Analysis (text 8/15/2018) Support Oppose

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		Political Practices Commission. The bill would delete the exemption from the definition of advertisement for electronic media communications for which the inclusion of disclosures would be impractical or incompatible with the technology used. The bill would require that a tie in the determination of top contributors be resolved by determining the contributor who made the most recent contribution. For committee advertisements that support or oppose a candidate, the bill would exclude certain nonprofit entities and persons who have prohibited the use of their contributions to support or oppose candidates from the determination of top contributors. The bill would make specified changes to the formatting requirements for disclosures included in advertisements that are disseminated as a video, print advertisements, and electronic media advertisements. The bill would exclude email messages from the disclosure and disclosure formatting requirements applicable to electronic media, except for requirements relating to the size, placement, and color of specified disclosures. This bill contains other related provisions and other existing laws.		
AB 2272 Mayes R State highways: relinquishment.	9/17/2018- A. CHAPTERED 9/17/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 433, Statutes of 2018.	Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would authorize the commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into		Floor Analyses (text 4/2/2018) Support Oppose

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		an agreement providing for that relinquishment.		
AB 2307 Frazier D High-Speed Rail Authority: Senate confirmation.	6/1/2018- A. VETOED 6/1/2018- Vetoed by Governor.	Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.		Floor Analysis (text 5/22/2018) Support Oppose
AB 2473 Bonta D State Highway Route 185: relinquishment: City of San Leandro.	9/10/2018- A. CHAPTERED 9/10/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 321, Statutes of 2018.	Existing law establishes the State Highway System and designates state highway routes from Route 1 to Route 905, unless otherwise specified by name, and authorizes the California Transportation Commission to relinquish all or a portion of designated state highway routes to specified local agencies if certain conditions are met. Portions of state highways that have been relinquished are not state highways and become ineligible for future adoption as a part of the State Highway System. Existing law authorizes the commission to relinquish all or a portion of Route 185 in the City of Hayward to that city, as specified, and to relinquish all or a portion of Route 185 in the County of Alameda to that county, as specified. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city, as specified.		Floor Analyses (text 3/22/2018) Support Oppose
AB 2535 Obernolte R High-occupancy toll lanes: notice of toll evasion violation.	9/17/2018- A. CHAPTERED 9/17/2018- Approved by the Governor. Chaptered by Secretary of	Existing law requires an issuing agency or a processing agency to forward a notice of toll evasion violation to the registered owner of a vehicle that is found, by automated devices, visual observation, or otherwise, to have evaded tolls on a toll road or toll bridge within 21 days of the violation, except as specified. Existing law requires the notice of toll evasion violation to set forth the violation, including reference to the code section violated, the approximate time thereof, and the location where the violation occurred.		Floor Analyses (text 3/19/2018) Support Oppose

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	State - Chapter 435, Statutes of 2018.	Existing law also requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. Because this bill would require an issuing agency or a processing agency to include additional materials in the notice, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 2543 Eggman D State agencies: infrastructure project budget and schedule: Internet Web site information.	9/30/2018- A. CHAPTERED 9/30/2018- Signed by the Governor	Existing law, on order of the Governor, requires the head of each state agency to make a report to the Governor giving an account of all matters pertaining to the agency during the period specified by the Governor. This bill would require each state agency or department authorized to undertake any infrastructure project costing \$100,000,000 or more to publicly post on its Internet Web site any change in the cost or schedule of the project that would result in the project exceeding its established budget by 10 percent or more or being delayed by 12 months or longer. The bill would require that the posted information describe how much the project is expected to exceed its established budget or delay its construction schedule.		Floor Analyses (text 3/13/2018) Support Oppose
AB 2548 Friedman D Commute benefit policies: Los	8/20/2018- A. CHAPTERED 8/20/2018- Approved by the Governor.	Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law creates the Los Angeles County Metropolitan Transportation Authority, with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would authorize the	Sponsor	Floor Analysis (text 6/25/2018) Support Oppose

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Angeles County Metropolitan Transportation Authority.	Chaptered by Secretary of State - Chapter 173, Statutes of 2018.	authority to adopt, and revise as necessary, a commute benefit ordinance that requires covered employers operating within the authority's area with a specified number of employees to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain South Coast Air Quality Management District rules or regulations. The bill would require the ordinance to specify certain matters, including any consequences for noncompliance. The bill would, if the authority adopts a commute benefit ordinance, require the authority, before January 1, 2022, to submit a report to the transportation policy committees of each house of the Legislature and the Senate Committee on Environmental Quality that includes specified elements.		
AB 2615 Carrillo D State highway system: parks and recreation: accessibility for bicycles and pedestrians.	9/18/2018- A. CHAPTERED 9/18/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 496, Statutes of 2018.	Existing law provides that the Department of Transportation has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, including any portion of a state highway within a state park. Existing law also authorizes the department and any county having a park commission to enter into and carry out cooperative agreements for the grading, development, planting and maintenance of roadside areas, including a roadside park, along any state highway and within the right of way of that state highway. Existing law also authorizes the department to enter into any agreement with the United States or any federal department or agency when the construction of any federal facility or any feature of that facility requires construction, relocation, or other change in any state highway or bridge. This bill would, to the extent possible, and where feasible and cost effective, require the department to partner with appropriate public agencies, including, but not limited to, the Department of Parks and Recreation, any federal department or agency, and any regional or local public entity, to develop strategies and plans to improve access for		Floor Analysis (text 8/17/2018) Support Oppose

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		bicycles and pedestrians to federal, state, regional, and local parks adjacent to or connected to the state highway system.		
AB 2629 Eggman D Department of Transportation: airspace under state highways: leases.	9/17/2018- A. CHAPTERED 9/17/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 436, Statutes of 2018.	(1)Existing law establishes the Department of Transportation and provides that the department has full possession and control of all state highways and all associated property. Existing law authorizes the department to provide information regarding, and to lease, airspace under the interchange of Route 4 and Route 5 in San Joaquin County and on the northeast corner of Route 101 and De La Vina Street in the County of Santa Barbara, to a city, county, or other political subdivision or another state agency for emergency shelter or feeding program purposes, as specified, but only if there is no buyer.This bill would delete the condition that the airspace may only be leased to a city, county, or other political subdivision or another state agency for emergency shelter or feeding program purposes if there is no buyer.This bill contains other related provisions and other existing laws.		Floor Analysis (text 8/24/2018) Support Oppose
AB 2654 Quirk-Silva D Design-build: Orange County.	8/28/2018- A. CHAPTERED 8/28/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 239, Statutes of 2018.	Existing law, until January 1, 2025, authorizes local agencies, as defined, to use the design-build procurement process for specified public works with prescribed cost thresholds. Existing law requires specified information submitted by a design-build entity in the design-build procurement process to be certified under penalty of perjury.This bill would authorize the County of Orange to use the design-build process for specified types of public works infrastructure projects, limited to no more than one project per year in excess of \$5,000,000. The bill would also authorize the Orange County Flood Control District to use the design-build process for flood protection improvements and would limit those to no more than 12 projects in excess of \$5,000,000 prior to January 1, 2025. 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.This bill contains other related		Floor Analysis (text 6/14/2018) Support Oppose

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		provisions and other existing laws.		
AB 2734 Frazier D California Transportation Commission.	9/14/2018- A. VETOED 9/14/2018- Vetoed by Governor.	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.		Floor Analyses (text 2/15/2018) Support Oppose
AB 2762 Carrillo D Public contracts: disabled veteran business enterprises: local small business enterprises: social enterprises.	9/21/2018- A. CHAPTERED 9/21/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 654, Statutes of 2018.	Existing law authorizes a local agency in facilitating contract awards to small businesses to provide for a small business preference of 5% in construction, the procurement of goods, or the delivery of services, and establishes a subcontracting participation goal for small businesses on contracts with a 5% preference for those bidders who meet the goal. Existing law authorizes each local agency to define a small business for the purposes of these preferences and goals. This bill would increase the above-described preference for small business to 7%. The bill, until January 1, 2024, would also establish preferences, in specified counties, for disabled veteran businesses and social enterprises, as defined, and would provide for the preferences to be a maximum of 7% for an individual preference and up to 15% for a single bid having 2 or more preferences. The bill would limit the value of a preference to a maximum of \$150,000 under these provisions. The bill would authorize a prime contractor, with the approval of the local agency, and subject to meeting specified conditions, to substitute another subcontractor for the purpose of meeting specified goals. The bill would require that the policy		Floor Analysis (text 8/24/2018) Support Oppose

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		under which a prime contractor may substitute a subcontractor contain, among other things, a requirement that construction subcontractors awarded construction subcontracts be afforded all the protections of the Subletting and Subcontracting Fair Practices Act and a requirement that the condition qualifying the substitution be verified with the subcontractor. The bill would require each local agency within specified counties that chooses to grant a preference under these provisions to define a small business, disabled veteran business, and social enterprise and to define their eligibility for the purposes of these preferences and goals and to establish a certification process for social enterprises using specified criteria. The bill would also authorize each local agency to define a disabled veteran business and social enterprise and to define their eligibility for the purposes of these preferences and goals. This bill contains other related provisions.		
AB 2782 Friedman D California Environmental Quality Act.	8/24/2018- A. CHAPTERED 8/24/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 193, Statutes of 2018.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would authorize lead agencies, in describing and evaluating projects, to consider specific economic, legal, social, technological, or other benefits of, and the negative impacts of denying, the project.		Floor Analyses (text 4/30/2018) Support Oppose
AB 2865 Chiu D	9/18/2018- A. CHAPTERED	Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes a		Floor Analysis (text 8/24/2018) Support

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High-occupancy toll lanes: Santa Clara Valley Transportation Authority.	9/18/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 501, Statutes of 2018.	regional transportation agency or the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. Existing law provides for the review and approval by the commission of each proposed toll facility pursuant to eligibility criteria set forth in guidelines established by the commission and requires a toll facility approved by the commission to be subject to specified minimum requirements. Existing law requires revenue remaining after certain expenses are subtracted to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency. With regard to a facility sponsored by a regional transportation agency, existing law requires the regional transportation agency to develop an expenditure plan in consultation with the department and the governing board of the regional transportation agency to review and approve the expenditure plan and any updates. This bill would authorize the Santa Clara Transportation Valley Transportation Authority (VTA) to apply to the commission pursuant to the above-described provisions to conduct, administer, and operate HOT lanes or other toll facilities on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco if the San Francisco County Transportation Authority (SFCTA) approves the facilities before VTA submits an application to the commission for approval. The bill would require VTA to conduct, administer, and operate the facility in coordination with SFCTA. The bill would require SFCTA, in collaboration with the department and VTA, to develop the expenditure plan and would require the governing board of SFCTA to review and approve the expenditure plan and any updates. This bill contains other related provisions and other existing laws.		Oppose
AB 3124	6/1/2018-	Existing law imposes a 40-foot limitation on the length of vehicles that may be	Support	Floor Analyses (text 4/2/2018)

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Bloom D Vehicles: length limitations: buses: bicycle transportation devices.	A. CHAPTERED 6/1/2018- Approved by the Governor. Chaptered by Secretary of State - Chapter 22, Statutes of 2018.	operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed. The bill would require a public agency operating transit services to establish a route review committee, as specified, in order to operate that articulated bus or articulated trolley coach, and would require the committee, by a majority vote, to make a determination of which routes are suitable for the safe operation of that articulated bus or articulated trolley coach. The bill would also make technical, nonsubstantive changes and a conforming change in a related provision.		Support Oppose
AB 3135 Frazier D Traffic safety: state funding.	9/19/2018- A. VETOED 9/19/2018- Vetoed by Governor.	(1)The California Constitution requires the Governor to submit a budget for the ensuing fiscal year to the Legislature within the first 10 days of each regular session. Existing law requires that budget to contain a complete plan and itemized statement of all proposed expenditures of the state provided by existing law or recommended by the Governor, and of all estimated revenues, as specified. Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning		Floor Analysis (text 8/6/2018) Support Oppose

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		the financial and business policies of the state. This bill would require the annual budget proposed by the Governor, for the 2019–20 fiscal year to the 2023–24 fiscal year, inclusive, to include the level of funding and position authority necessary for the Department of the California Highway Patrol to add 120 approved officer positions each of those fiscal years. This bill contains other related provisions and other existing laws.		
SB 100 De León D California Renewables Portfolio Standard Program: emissions of greenhouse gases.	9/10/2018- S. CHAPTERED 9/10/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 312, Statutes of 2018.	(1) Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. The California Renewables Portfolio Standard Program requires the PUC to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieve 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The Legislature has found and declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030. This bill would revise the above-described legislative findings and declarations to state that the goal of the program is to achieve that 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. The bill would require that retail sellers and local publicly owned electric utilities procure a minimum quantity		Floor Analyses (text 8/20/2018) Support Oppose

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		of electricity products from eligible renewable energy resources so that the total kilowatthours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. This bill contains other related provisions and other existing laws.		
SB 224 Jackson D Personal rights: civil liability and enforcement.	9/30/2018- S. CHAPTERED 9/30/2018- Signed by the Governor	Existing law establishes liability for sexual harassment when the plaintiff proves specified elements, including, among other things, that there is a business, service, or professional relationship between the plaintiff and defendant and there is an inability by the plaintiff to easily terminate the relationship. Existing law states that a relationship may exist between a plaintiff and certain persons, including an attorney, holder of a master's degree in social work, real estate agent, and real estate appraiser. This bill would include within the elements in a cause of action for sexual harassment when the plaintiff proves, among other things, that the defendant holds himself or herself out as being able to help the plaintiff establish a business, service, or professional relationship with the defendant or a 3rd party. The bill would eliminate the element that the plaintiff prove there is an inability by the plaintiff to easily terminate the relationship. The bill would include an investor, elected official, lobbyist, director, and producer among those listed persons who may be liable to a plaintiff for sexual harassment. This bill contains other related provisions and other existing laws.		Floor Analyses (text 8/23/2018) Support Oppose
SB 502 Portantino D Commuter rail systems: availability of	9/20/2018- S. CHAPTERED 9/20/2018- Approved by the Governor. Chaptered by	(1) Existing law governing public contracting authorizes regional transportation agencies, as defined, to use the Construction Manager/General Contractor (CM/GC) project delivery method, as specified, to design and construct certain projects if there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method and the board of the regional transportation agency adopts the CM/GC method in a public meeting. Existing		Transportation And Housing (text 8/27/2018) Support Southern California Regional Rail Authority Oppose

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automated external defibrillators: Construction Manager/General Contractor Project delivery method: Metrolink commuter rail projects.	Secretary of State. Chapter 602, Statutes of 2018.	law defines “project” for these purposes to mean the construction of an expressway that is not on the state highway system, the construction of specified bridges that are not on the state highway system, specified projects in the County of Riverside, and the construction, alteration, repair, rehabilitation, or improvement of the Golden Gate Bridge. Existing law requires that specified information provided to a regional transportation agency under the CM/GC method be verified under oath. This bill would include in the definition of “project” a Metrolink commuter rail project. By expanding the scope of the existing crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		None
SB 957 Lara D Vehicles: high-occupancy vehicle lanes.	9/14/2018- S. CHAPTERED 9/13/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 367, Statutes of 2018.	Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Existing law also authorizes, until January 1, 2019, ultra-low emission vehicles (ULEVs), and until September 30, 2025, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first, super ultra-low emission vehicles (SULEVs), enhanced advanced technology partial zero-emission vehicles (enhanced AT PZEVs), or transitional zero-emission vehicles (TZEVs), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. Existing law makes it a crime to drive one of those vehicles in an HOV lane without properly displaying the issued identifier and having the vehicle registration with the vehicle, or to operate or own a vehicle displaying an identifier if the identifier was not issued for that vehicle. Existing law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Existing		Floor Analyses (text 8/20/2018) Support Oppose

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		law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued commencing January 1, 2020, until January 1, 2024, to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1, 2024, if the applicant for the identifier has a household income at or below 80% of the state median income. The bill would require the Department of Motor Vehicles to report to the Legislature the number of identifiers issued pursuant to those provisions, and would require the report to be issued after January 1, 2023, but before June 1, 2023. The bill would prohibit a person who obtained an identifier for a vehicle prior to January 1, 2017, from obtaining another identifier pursuant to those provisions, notwithstanding the person's qualifying income. The bill would also make a conforming change and technical, nonsubstantive changes.		
SB 961 Allen D Enhanced infrastructure financing districts.	9/19/2018- S. CHAPTERED 9/19/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 559, Statutes of 2018.	(1) Existing law establishes procedures for the formation of infrastructure financing districts, enhanced infrastructure financing districts, infrastructure and revitalization financing districts, and community revitalization and investment authorities, as specified, to undertake various economic development projects, including financing public facilities and infrastructure, affordable housing, and economic revitalization. Existing law authorizes the issuance of bonds for the funding of these purposes, and, in the case of an enhanced infrastructure financing district, requires voter approval, as specified, for the issuance of those bonds. Existing law, the Neighborhood Infill Finance and Transit Improvements Act, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate, under specified circumstances, tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed	Support if Amended	Floor Analyses (text 8/24/2018) Support Oppose

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		pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law. This bill would enact the Second Neighborhood Infill Finance and Transit Improvements Act, which would similarly authorize a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if the area to be financed is within one-half mile of a major transit stop, as specified, and, among other things, certain conditions relating to housing and the infrastructure financing plan are or will be met. The bill would authorize bonds to be issued for the purposes of the Second Neighborhood Infill Finance and Transit Improvements Act without voter approval. The bill would require an enhanced infrastructure financing district utilizing these provisions to follow specific notice, protest, and election proceedings for the adoption of the infrastructure financing plan. This bill contains other related provisions and other existing laws.		
SB 1000 Lara D Transportation electrification: electric vehicle charging infrastructure.	9/14/2018- S. CHAPTERED 9/13/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter	(1)Existing law, the Planning and Zoning Law, among other things, requires the legislative body of each county and city to adopt a general plan for the physical development of the county or city and authorizes the adoption and administration of zoning laws, ordinances, rules, and regulations by counties and cities. This bill would prohibit a city, county, or city and county from restricting which types of electric vehicles may access an electric vehicle charging station approved for passenger vehicles that both is publicly accessible and the construction of which was funded, at least in part, by the		Floor Analyses (text 8/20/2018) Support Oppose

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	368, Statutes of 2018.	state or through moneys collected from ratepayers.This bill contains other related provisions and other existing laws.		
SB 1119 Beall D Low Carbon Transit Operations Program.	9/20/2018- S. CHAPTERED 9/20/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 606, Statutes of 2018.	Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by the Department of Transportation, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility.This bill would waive the above requirement if the recipient transit agencies expend the funding provided on certain transit activities.This bill contains other existing laws.		Floor Analyses (text 8/6/2018) Support Oppose
SB 1172 Beall D High-Speed Rail Authority: property acquisition: capital outlays: public contracts: county assessor's records.	9/26/2018- S. CHAPTERED 9/26/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 790, Statutes of 2018.	(1)Existing law creates the High-Speed Rail Authority with specified powers and duties relative to the development and implementation of a high-speed train system, including the acquisition of rights-of-way through purchase and eminent domain. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters at the November 4, 2008, general election, provides for the issuance of \$9.95 billion in bonds for high-speed rail train capital projects and other associated purposes.This bill would specify that the State Public Works Board is the "governing body" for these purposes for a taking by the High-Speed Rail Authority.This bill contains other related provisions and other existing laws.		Floor Analyses (text 8/23/2018) Support Oppose
SB 1244 Wieckowski D Public records:	9/17/2018- S. CHAPTERED 9/17/2018- Approved by	The California Public Records Act requires a public agency, defined to mean a state or local agency, to make its public records available for public inspection and to make copies available upon request and payment of a fee, unless the public records are exempt from disclosure. The act makes specified records		Floor Analyses (text 7/5/2018) Support Oppose

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disclosure.	the Governor. Chaptered by Secretary of State. Chapter 463, Statutes of 2018.	exempt from disclosure and provides that disclosure by a state or local agency of a public record that is otherwise exempt constitutes a waiver of the exemptions. This bill would replace "plaintiff" with "requester" in that provision, would make conforming changes, and would specify that these provisions do not preclude the award of fees and costs pursuant to other provisions of law. This bill contains other existing laws.		
SB 1262 Beall D Construction Manager/General Contractor project delivery method: Department of Transportation.	9/17/2018- S. CHAPTERED 9/17/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 465, Statutes of 2018.	Existing law authorizes the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method (CM/GC method), as specified, for projects for the construction of a highway, bridge, or tunnel. Existing law authorizes the department to use the CM/GC method on up to 12 projects, 10 of which are required to have construction costs greater than \$10,000,000. Existing law also authorizes the department to enter into a contract using this method on 12 additional projects, 2 of which are required to be authorized for projects in the County of Riverside, as prescribed. This bill would remove the cap on the number of projects for which the department is authorized to use the CM/GC method and make conforming changes to existing provisions. The bill would impose the requirement to use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the CM/GC method. The bill would require the department to submit an interim report no later than July 1, 2021, that describes each Construction Manager/General Contractor project approved under these provisions as of January 1, 2021, and that provides specified relevant data with respect to those projects, and a final report to the Legislature no later than July 1, 2025, that provides the same relevant data for projects approved under these provisions as of January 1, 2025. The bill would require both the interim and final reports to include a comprehensive		Floor Analyses (text 8/6/2018) Support Oppose

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		assessment on the effectiveness of the Construction Manager/General Contractor project delivery method relative to project cost and time savings. This bill contains other related provisions and other existing laws.		
SB 1328 Beall D Mileage-based road usage fee.	9/22/2018- S. CHAPTERED 9/22/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 698, Statutes of 2018.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to continue to assess the potential for mechanisms, including, but not limited to, a mileage-based revenue collection system, to use as alternative methods to the existing gas tax system for generating the revenue necessary to maintain and operate the state's transportation system. The bill would, instead, require the committee to gather public comment related to the assessment of those mechanisms.		Floor Analyses (text 6/4/2018) Support Oppose
SB 1376 Hill D Transportation network companies:	9/22/2018- S. CHAPTERED 9/22/2018- Approved by the Governor. Chaptered by	The Passenger Charter-party Carriers' Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. The act also defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers. A violation of the act or a rule of the Public Utilities Commission with regard to charter-party carriers is generally a misdemeanor and subject to a fine of not less than \$1,000		Floor Analyses (text 8/23/2018) Support Oppose

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accessibility for persons with disabilities.	Secretary of State. Chapter 701, Statutes of 2018.	and not more than \$5,000 or by imprisonment in a county jail for not more than 3 months, or by both that fine and imprisonment. This bill would require the commission, as part of its regulation of transportation network companies (TNCs), to establish a program in a new or existing proceeding relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV). As part of the program, the bill would require the commission, by January 1, 2019, to begin conducting workshops with stakeholders in order to determine community WAV demand and WAV supply and to develop and provide recommendations regarding specified topics for programs for on-demand services and partnerships. The bill would require each TNC, by July 1, 2019, to pay on a quarterly basis to the commission an amount equivalent to, at a minimum, \$0.05 for each TNC trip completed using the TNC's online-enabled application or platform that originates in one of the geographic areas selected by the commission for inclusion in the program and would authorize the commission to adjust that fee in each geographic area to different levels based on the cost of providing adequate WAV service within the geographic area. The bill would exempt a TNC from payment of the fee in a geographic area if the TNC meets the level of WAV service designated by the commission for that geographic area, as specified, and would require the commission to reduce the amount of money a TNC is required to pay if it meets certain requirements. The bill would require moneys collected by the commission to be deposited in the TNC Access for All Fund, which the bill would create, and would continuously appropriate moneys deposited in the fund to the commission for purposes of the program. The bill would require the commission to distribute funds from the TNC Access for All Fund on a competitive basis to access providers that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities in the geographic areas selected by the commission. The bill would require the commission to authorize no more than 2% of existing funds collected from TNCs and deposited in the Public Utilities Commission Transportation Reimbursement Account to be distributed to accessibility advocates who provide a substantial contribution to the proceeding, thereby making an appropriation. The bill would require the commission to report to the Legislature by January 1, 2024, on the compliance with these provisions and on the effectiveness of the on-demand transportation programs or partnerships funded pursuant to these provisions. The bill would authorize the commission to hire an independent entity to administer the program and to complete the report to the Legislature. This bill contains other related provisions and other existing laws.		
SB 1403	9/14/2018-	(1)The California Global Warming Solutions Act of 2006 designates the State		Floor Analyses (text 8/23/2018)

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Lara D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	S. CHAPTERED 9/13/2018- Approved by the Governor. Chaptered by Secretary of State. Chapter 370, Statutes of 2018.	Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, commencing with the funding plan for the 2019–20 fiscal year of the Air Quality Improvement Program, would require the state board to include a 3-year investment strategy for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting certain goals. The bill would require the funding plan to include information related to milestones achieved by the state’s schoolbus incentive programs and the projected need for funding. This bill contains other related provisions and other existing laws.		Support Oppose
SB 1427 Hill D Discrimination: veteran or military status.	10/1/2018- S. VETOED 10/1/2018- Vetoed by the Governor	Existing law declares that housing discrimination on the basis of race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, or genetic information is against public policy. This bill would state findings and declarations of the Legislature regarding the importance of housing for veterans and its priority and declare that housing discrimination on the basis of veteran or military status is against public policy. This bill contains other related provisions and other existing laws.		Floor Analyses (text 8/16/2018) Support Oppose

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BILL/AUTHOR	DESCRIPTION	STATUS
SENATE BILL 2320 Senator John Cornyn (R-TX) And Senator Mark Warner (D-VA)	“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT The U.S. Department of Transportation (USDOT) currently has a statutory cap (\$15 billion) on the amount of Private Activity Bonds available for approval to finance infrastructure projects. USDOT has approved \$10.8 billion in Private Activity Bonds, currently leaving just under \$5 billion available nationwide. It is expected that future project approvals throughout the nation will continue to decrease the amount of Private Activity Bonds available. S. 2320 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.	SENATE – REFERRED TO THE COMMITTEE ON FINANCE
HOUSE RESOLUTION 1458 REPRESENTATIVE EARL BLUMENAUER (D-OR)	“RAISE IT ACT” The federal government’s Highway Trust Fund is facing solvency issues and is increasingly reliant on general fund transfers from the U.S. Treasury. According to the Congressional Budget Office, the “trust fund will have insufficient resources to meet all of its obligations, resulting in steadily accumulating shortfalls.” Furthermore, the Congressional Budget Office estimates that the Highway Trust Fund will incur negative balances by the end of Fiscal Year 2020. Approving a solution to ensure solvency of the Highway Trust Fund will be a critical task for Congress to address as the current surface transportation authorization bill expires September 30, 2020.	HOUSE – REFERRED TO THE COMMITTEE ON WAYS AND MEANS

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<p>H.R. 3001</p> <p>U.S. Representative Alan Lowenthal (D-Long Beach)</p>	<p>ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT</p> <p>Would establish a Freight Transportation Infrastructure Trust Fund and create freight specific formula and competitive grant program for multimodal projects. In 2015, Congress passed the bipartisan Fixing America’s Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation’s infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated to specific uses that will improve infrastructure.</p>	<p>House - 06/23/2017 Referred to the Subcommittee on Water Resources and Environment.</p>
<p>H.R. 3388</p> <p>U.S. Representative Robert e. Latta (R-Ohio)</p>	<p>SELF DRIVE Act Designating Each Car's Automation Level Act or the DECAL Act</p> <p>This bill requires the Department of Transportation (DOT) to: complete research to determine the most cost effective method and terminology for informing consumers about the capabilities and limitations of each highly automated vehicle or each vehicle that performs partial driving automation; and determine whether such information includes terminology as defined by SAE International in Recommended Practice Report J3016 (published September 2016) or alternative terminology. After completion of such research, DOT shall initiate a rulemaking proceeding to require manufacturers to inform consumers about such information.</p> <p>The bill defines: (1) a "highly automated vehicle" as a motor vehicle, other than a commercial motor vehicle, that is equipped with an automated driving system; and (2) an "automated driving system" as the hardware and software of a vehicle that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether such system is limited to a specific operational design domain.</p>	<p>Senate - 09/07/2017 Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation</p>

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<p>H.R. 5857</p> <p>U.S. Representative Peter DeFazio (D-Oregon)</p>	<p>STOP SEXUAL ASSAULT AND HARASSMENT IN TRANSPORTATION ACT</p> <p>Would require transportation providers to adopt a formal policy providing that sexual assault and harassment in transportation is unacceptable under any circumstance. These providers must prominently display, on their websites or otherwise, a statement that they have adopted such a policy as well as the procedures their passengers can follow for reporting incidents of sexual assault and harassment. The policy must facilitate the reporting of these incidents; establish procedures for employees to follow if such an incident is reported; and require all appropriate employees to be trained on the policy. Additionally, the bill requires the Secretary of Transportation to annually collect data on incidents of sexual assault and harassment and make this data publicly available.</p>	<p>House – referred to the Transportation and Infrastructure Subcommittee on Railroads, Pipelines and Hazardous Materials</p>
<p>H.R. 6016</p> <p>U.S. Representative Grace Napolitano (D-El Monte)</p>	<p>THE BUS OPERATOR AND PEDESTRIAN ACT</p> <p>Would give transit agencies two years to develop a Bus Operations Safety Risk Reduction Program in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT).</p> <p>The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs:</p> <ul style="list-style-type: none"> • Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators • De-escalation training for bus operators • Modified bus specifications and retrofits to reduce visibility impairments • Driver assistance technology that reduces accidents • Installation of enhanced bus driver seating to reduce ergonomic injuries <p>This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT’s National Transit Database (NTD).</p>	<p>7/29/18 – Metro Board approves Support Work With Author position</p> <p>House - 06/07/2018 Referred to the Subcommittee on Highways and Transit</p>

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<p>H.R. 3305</p> <p>U.S. House of Representative Earl Blumenauer (D-Portland)</p>	<p>THE BIKESHARE TRANSIT ACT OF 2017</p> <p>Which would, if enacted into federal law, clarify the definition of bikeshare projects that qualify as an “associated transit improvement” under Title 49 of U.S. Code, add bikeshare projects to the definition of “capital project” under Title 49 of U.S. Code, and make bikeshare projects eligible for funding under the Congestion Mitigation and Air Quality Improvement Program (CMAQ) under Title 23 of U.S. Code. The legislation seeks to add bikeshare projects to the formal definitions of transit projects as well as make clear to states that administer FHWA funding that bikeshare is eligible to receive federal funding.</p>	<p>7/29/18 - Metro Board approves Support position (previous Metro support in 2016)</p> <p>House - 07/20/2017 Referred to the Subcommittee on Highways and Transit.</p>
<p>H.R. 3001</p> <p>U.S. Representative Alan Lowenthal (D-Long Beach)</p>	<p>ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT</p> <p>Would establish a Freight Transportation Infrastructure Trust Fund and create freight specific formula and competitive grant program for multimodal projects. In 2015, Congress passed the bipartisan Fixing America’s Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation’s infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated to specific uses that will improve infrastructure.</p>	<p>House - 06/23/2017 Referred to the Subcommittee on Water Resources and Environment.</p>

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<p>H.R. 3388</p> <p>U.S. Representative Robert e. Latta (R-Ohio)</p>	<p>SELF DRIVE Act Designating Each Car's Automation Level Act or the DECAL Act</p> <p>This bill requires the Department of Transportation (DOT) to: complete research to determine the most cost effective method and terminology for informing consumers about the capabilities and limitations of each highly automated vehicle or each vehicle that performs partial driving automation; and determine whether such information includes terminology as defined by SAE International in Recommended Practice Report J3016 (published September 2016) or alternative terminology. After completion of such research, DOT shall initiate a rulemaking proceeding to require manufacturers to inform consumers about such information.</p> <p>The bill defines: (1) a "highly automated vehicle" as a motor vehicle, other than a commercial motor vehicle, that is equipped with an automated driving system; and (2) an "automated driving system" as the hardware and software of a vehicle that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether such system is limited to a specific operational design domain.</p>	<p>Senate - 09/07/2017 Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation</p>
<p>S. 1885</p> <p>U.S. Senator John Thune (R-South Dakota)</p>	<p>AV START Act The American Vision for Safer Transportation Through Advancement of Revolutionary Technologies (AV START) Act</p> <p>To support the development of highly automated vehicle safety technologies, and for other purposes. The legislation outlines provisions related to: safety oversight, federal state and local rules, using provisions from HR 3388, deployment, rulemaking, cyber security, data sharing and vehicle safety standards, consumer education and ADA considerations. Directs additional research and coordination with state and local governments on traffic safety and law enforcement. Creates requirements for manufacturers to ensure that all self-driving vehicles account for state and local traffic laws.</p>	<p>Senate - 11/28/2017 Placed on Senate Legislative Calendar under General Orders. Calendar No. 268</p>

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<p>H.R 1625 – the Consolidated Appropriations Act, FY 2018</p>	<p>On March 23, 2018, the U.S. Senate passed H.R.1625, the Consolidated Appropriations Act, 2018 by a vote of 65 – 32. The measure was signed later that day by President Trump, averting a government shutdown slated for the end of that day. The House previously passed this bill by a vote of 256 – 167. Overall, the bill provides about \$13.5 billion in budgetary resources for the Federal Transit Administration (FTA), which is an increase of more than \$1 billion as compared to FY 2017 enacted levels. Programs funded by Mass Transit Account (MTA) of the Highway Trust Fund received \$9.733 billion, as authorized by the Fixing America's Surface Transportation (FAST) Act for FY 2018. A handful of programs traditionally funded by the MTA also received an additional \$834 million from the general fund, including \$400 million for Bus and Bus Facilities grant programs, \$400 million for State of Good Repair, and \$30 million for High Density States. Of the Bus and Bus Facilities funding, \$209.1 million is allocated to formula grants, \$161.45 for competitive grants, and \$29.45 for no or low emissions grants.</p> <p>The Capital Investment Grants (CIG) program was appropriated \$2.645 billion, up from \$2.413 billion in FY 2017. This total includes more than \$1.5 billion for New Starts, almost \$716 million for Core Capacity projects, and almost \$401 million for Small Starts. The bill also contains strong, legislative language to ensure the future of the CIG program.</p> <p>This bill provides \$1.9 billion for Amtrak overall. Of this, \$650 million goes to Amtrak’s Northeast Corridor (NEC), which is \$322 million more than FY 2017 enacted levels, and \$1.29 billion for Amtrak’s National Network. Finally, the TIGER program is funded at a level of \$1.5. billion, \$1 billion more than FY 2017 enacted levels.</p>	<p>3/23/18 Congress approved to fund the Federal Government at through September 30, 2018.</p> <p>The President then signed the bill shortly after Congress held the vote.</p>
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