

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 6 Friedman D Transportation planning.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals. 	
AB 7 Friedman D Transportation: funding: capacity projects.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	Current law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs. 	
AB 9 Muratsuchi D California Global Warming Solutions Act of 2006: emissions limit.	1/26/2023-A. NAT. RES. 1/26/2023-Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. <ul style="list-style-type: none"> • This bill instead would require the state board to ensure that statewide greenhouse gas 	

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.	
AB 11 Jackson D Affordable California Commission.	1/26/2023-A. A. & A.R. 1/26/2023-Referred to Com. on A. & A.R.	Current law declares that the availability of housing is of vital statewide importance. Current law declares that the provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. Current law declares that housing prices in California have risen dramatically in all parts of the state in the past decade, while the wealth gap, especially the racial wealth gap, continues to be a growing problem in California. Existing law establishes various programs for the development and preservation of affordable housing, including the Affordable Housing Revolving Development and Acquisition Program and the California Dream for All Program. • This bill would create the Affordable California Commission. • The bill would require that the commission be composed of 11 members, including 9 members appointed by the Governor, the Speaker of the Assembly, and the President pro Tempore of the Senate, as provided, and one member each from the Assembly and the Senate, who would serve as ex officio nonvoting members, as specified.	
AB 16 Dixon R Motor Vehicle Fuel Tax Law: adjustment suspension.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	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 adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. • This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. • The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.	
AB 31 Carrillo, Juan D Public transit: funding.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state. • This bill would state the intent of the Legislature to enact subsequent legislation that would appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.	
AB 38 Lee D Light pollution control.	1/26/2023-A. B.&P. 1/26/2023-Referred to Com. on B. & P.	The Warren-Alquist State Energy Resources Conservation and Development Act requires the State Energy Resources Conservation and Development Commission to adopt, among other regulations, lighting and other building design and construction standards that increase efficiency in the use of energy for new residential and nonresidential buildings to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy, including energy associated with the use of water, and to manage energy loads to help maintain electrical grid reliability. Current law also requires the commission to adopt standards for minimum levels of operating efficiency and other cost-effective measures to promote the use of certain energy- and water-efficient appliances. • This bill would require, with certain exceptions, a state agency, as defined, to ensure that an outdoor lighting fixture that is installed or replaced on or after January 1, 2024, on a structure or land that is owned, leased, or managed by the state agency is shielded, as defined, and meets additional specified criteria.	
AB 45 Boerner Horvath D Coastal resources: coastal development permits: blue carbon demonstration projects: new	1/26/2023-A. NAT. RES. 1/26/2023-Referred to Com. on NAT. RES.	The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission, as provided. • This bill would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state’s natural and working lands and climate resilience strategies.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

development: greenhouse gas emissions.		<ul style="list-style-type: none"> • The bill would, among other things, authorize the commission to require an applicant with a project that impacts coastal wetland, subtidal, intertidal, or marine habitats or ecosystems to build or contribute to a blue carbon demonstration project. 	
AB 49 Soria D Affordable housing.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	Would express the intent of the Legislature to enact legislation that would increase the supply of affordable housing and reduce homelessness.	
AB 52 Grayson D Sales and Use Tax Law: manufacturing equipment: research and development equipment.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	<p>The Sales and Use Tax Law imposes state 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 an 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, as defined, that is, among other things, purchased by a qualified person for purchases for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified, or purchased for use by a qualified person to be used primarily in research and development. Current law prohibits the exemption described above from applying with respect to any tax levied by a county, city, or district pursuant to, or in accordance with, the Bradley-Burns Uniform Local Sales and Use Tax Law or the Transactions and Use Tax Law, sales and use taxes imposed pursuant to certain provisions of the Sales and Use Tax Law, and sales and use taxes imposed pursuant to certain provisions of the California Constitution.</p> <ul style="list-style-type: none"> • This bill would express the intent of the Legislature to expand the sales and use tax exemption for manufacturing and research and development equipment to preserve California’s status as a hub of innovation and technology and to encourage greater investment in California. 	
AB 53 Fong, Vince R	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard	<p>Would suspend the imposition of the tax on motor vehicle fuels for one year.</p> <ul style="list-style-type: none"> • The bill would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, 	

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Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations

Motor Vehicle Fuel Tax Law: suspension of tax.	in committee January 5.	and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, as provided. <ul style="list-style-type: none"> • The bill would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction. 	
AB 59 Gallagher R Taxation: renter’s credit.	1/26/2023-A. REV. & TAX 2/14/2023-Re-referred to Com. on REV. & TAX.	The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. <ul style="list-style-type: none"> • This bill, for taxable years beginning on or after January 1 of the taxable year that includes the date on which funding is first authorized for purposes of this bill and for the succeeding 4 taxable years, and only when specified in a bill relating to the Budget Act, would extend the above-described renter’s credit to spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$150,000, as adjusted, or less, and for other individuals if adjusted gross income is \$75,000, as adjusted, or less. • The bill would also increase the credit amount for those years to \$2,000 for spouses filing joint returns, heads of households, and surviving spouses and \$1,000 for other individuals. 	
AB 67 Muratsuchi D Homeless Courts Pilot Program.	2/14/2023-A. JUD. 2/14/2023-From committee: Do pass and re-refer to Com. on JUD. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (February 14). Re-	Current law governs the jurisdiction of various criminal actions and criminal proceedings. Existing law also provides various diversion programs, including programs for defendants with cognitive disabilities and programs for defendants who were, or currently are, members of the United States military. <ul style="list-style-type: none"> • This bill, upon an appropriation by the Legislature, would create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, chronically homeless individuals who are involved with the criminal justice system. • The bill would require programs seeking grant funds to provide a number of specified services 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

	referred to Com. on JUD.	<p>or program components, including, but not limited to, a diversion program enabling participating defendants to have infraction or misdemeanor charges dismissed upon completion of a program, provision of supportive housing, as defined, during the duration of the program, and a dedicated county representative to assist defendants with housing needs.</p> <ul style="list-style-type: none"> • The bill would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan. 	
<p>AB 69 Waldron R</p> <p>Transportation: traffic signal synchronization: roadway improvement projects.</p>	2/2/2023-A. TRANS. 2/2/2023-Referred to Com. on TRANS.	<p>The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. 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. Current 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. Current law authorizes moneys in the fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project’s effect.</p> <ul style="list-style-type: none"> • This bill would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project’s effect. 	

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State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>AB 86 Jones-Sawyer D</p> <p>Homelessness: lead entity.</p>	<p>1/4/2023-A. PRINT 1/5/2023-From printer. May be heard in committee February 4.</p>	<p>Current law requires the Council on Homelessness to, among other things, identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California and promote systems integration to increase efficiency and effectiveness to address the needs of people experiencing homelessness.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact legislation to establish a single entity to serve as the lead for ending homelessness, who would perform specified duties. 	
<p>AB 96 Kalra D</p> <p>Public employment: local public transit agencies: autonomous transit vehicle technology.</p>	<p>1/30/2023-A. P.E. & R. 1/30/2023-Re-referred to Com. on P.E. & R. pursuant to Assembly Rule 96.</p>	<p>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 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.</p> <ul style="list-style-type: none"> • 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. 	
<p>AB 99 Connolly D</p> <p>Department of Transportation: state roads and highways: integrated pest management.</p>	<p>2/2/2023-A. TRANS. 3/1/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.</p>	<p>Would require the Department of Transportation to adopt a statewide policy to only use integrated pest management, as defined, that does not use herbicides or pesticides on state roads and highways in each county that has adopted an ordinance prohibiting roadside spraying of herbicides and pesticides.</p> <ul style="list-style-type: none"> • The bill would require the department, in developing the statewide policy, to contract with an outside entity that possesses expertise in integrated pest management. 	

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State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>AB 241 Reyes D</p> <p>Clean Transportation Program.</p>	<p>1/13/2023-A. PRINT 1/14/2023-From printer. May be heard in committee February 13.</p>	<p>The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 creates the Clean Transportation Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program. 	
<p>AB 251 Ward D</p> <p>California Transportation Commission: vehicle weight safety study.</p>	<p>2/2/2023-A. TRANS. 2/2/2023-Referred to Com. on TRANS.</p>	<p>Would require the California Transportation Commission (CTC) to convene a task force to study the relationship between vehicle weight and injuries to vulnerable road users, such as pedestrians and cyclists, and to study the costs and benefits of imposing a passenger vehicle weight fee.</p> <ul style="list-style-type: none"> • The bill would require the CTC, by no later than January 1, 2026, to prepare and submit a report to the Legislature, as specified. 	
<p>AB 257 Hoover R</p> <p>Encampments: penalties.</p>	<p>2/2/2023-A. PUB. S. 2/28/2023-In committee: Set, first hearing. Hearing canceled at the request of author.</p>	<p>Under current law, a person who lodges in a public or private place without permission is guilty of disorderly conduct, a misdemeanor. Current law also provides that a person who willfully and maliciously obstructs the free movement of any person on any street, sidewalk, or other public place is guilty of a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would prohibit a person from camping, as defined, in a street, sidewalk, or other public property within 500 feet of a school, daycare center, playground, or youth center. 	
<p>AB 259 Lee D</p> <p>Wealth Tax: False Claims Act.</p>	<p>1/19/2023-A. PRINT 1/20/2023-From printer. May be heard in committee February 19.</p>	<p>Would, for taxable years beginning on or after January 1, 2024, and before January 1, 2026, impose an annual tax at a rate of 1.5% of a resident of this state’s worldwide net worth in excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately.</p> <ul style="list-style-type: none"> • The bill would, for taxable years beginning on or after January 1, 2026, impose an annual tax at a rate of 1% of a resident’s worldwide net worth in excess of \$50,000,000, or in excess of \$25,000,000 in the case of a married taxpayer filing separately. • The bill would also impose, for taxable years beginning on or after January 1, 2026, an additional tax at a rate of 0.5% of a resident’s worldwide net worth in excess of \$1,000,000,000, 	

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State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>or in excess of \$500,000,000 in the case of a married taxpayer filing separately.</p> <ul style="list-style-type: none"> • The bill would describe worldwide net worth with reference to specific federal provisions and would provide that worldwide net worth does not include specific assets, including personal property situated out of state, directly held real property, or liabilities related to directly held real property. • The bill would also authorize the Franchise Tax Board to adopt regulations to carry out these provisions, including regulations regarding the valuation of certain assets that are not publicly traded. • The bill would require new certifications by taxpayers, made under penalty of perjury. 	
<p>AB 270 Lee D</p> <p>Public campaign financing.</p>	<p>1/23/2023-A. PRINT 1/24/2023-From printer. May be heard in committee February 23.</p>	<p>Would declare the intent of the Legislature to enact legislation that would provide for public financing for election campaigns in this state.</p>	
<p>AB 271 Quirk-Silva D</p> <p>Homeless death review committees.</p>	<p>2/28/2023-A. CONSENT CALENDAR 3/1/2023-Read second time. Ordered to Consent Calendar.</p>	<p>Would authorize counties to establish a homeless death review committee for the purposes of gathering information to identify the root causes of death of homeless individuals and to determine strategies to improve coordination of services for the homeless population.</p> <ul style="list-style-type: none"> • The bill would establish procedures for the sharing or disclosure of information by a homeless death review committee. 	
<p>AB 276 Dixon R</p> <p>Vehicles: electronic wireless communication devices.</p>	<p>2/2/2023-A. TRANS. 2/2/2023-Referred to Com. on TRANS.</p>	<p>Would make it an infraction for a person under 21 years of age to drive a motor vehicle while using a wireless telephone or an electronic wireless communications device, even if equipped with a hands-free device.</p> <ul style="list-style-type: none"> • The bill would create an exception to that prohibition for a person 18 to 20 years of age, inclusive, who is using a wireless telephone or an electronic wireless communications device, as defined, while driving, when the telephone or device is used exclusively as required by, and in the course and scope of, the person’s work activities. By expanding the scope of an existing crime, the bill would impose a state-mandated local program. 	

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State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>AB 287 Garcia D</p> <p>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: competitive grant programs: funding objectives.</p>	<p>2/2/2023-A. NAT. RES. 2/2/2023-Referred to Com. on NAT. RES.</p>	<p>Current law requires the moneys from the Greenhouse Gas Reduction Fund to be used to facilitate the achievement of reductions of greenhouse gas emissions consistent with the California Global Warming Solutions Act of 2006 and, where applicable and to the extent feasible, to maximize economic, environmental, and public health benefits to the state, among other goals.</p> <ul style="list-style-type: none"> • This bill, beginning July 1, 2025, 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, to provide for a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications. 	
<p>AB 291 Patterson, Jim R</p> <p>Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce.</p>	<p>2/2/2023-A. REV. & TAX 2/2/2023-Referred to Com. on REV. & TAX.</p>	<p>State sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state 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, until January 1, 2024, an exemption for the sale of, or the storage, use, or other consumption of, a new, used, or remanufactured truck with an unladen weight of 6,000 pounds or more that is purchased for use without this state and is delivered to the purchaser within this state, and the purchaser drives or moves the vehicle to any point outside this state within 30 or 75 days, as applicable, from and after the date of delivery, if the purchaser furnishes certain documents to the manufacturer or remanufacturer.</p> <ul style="list-style-type: none"> • This bill would extend that exemption until January 1, 2029. 	
<p>AB 295 Fong, Vince R</p> <p>Department of Transportation: maintenance projects.</p>	<p>2/9/2023-A. TRANS. 2/9/2023-Referred to Com. on TRANS.</p>	<p>Would authorize the Department of Transportation to enter into agreements with local governmental entities, fire departments, fire protection districts, fire safe councils, and tribal entities to perform specified projects authorized by the department on roadways managed by the department, including activities related to roadside maintenance and the removal and clearing of material, as provided.</p>	

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State and Federal Legislative Matrix
March 2023
Metro Government Relations

AB 309 Lee D Social housing.	2/9/2023-A. H. & C.D. 2/9/2023-Referred to Com. on H. & C.D.	The Zenovich-Moscone-Chacon Housing and Home Finance Act establishes the Department of Housing and Community Development and the California Housing Finance Agency and sets forth various programs administered by those entities intended to, among other things, provide a comprehensive and balanced approach to the solution of housing problems of the people of this state. The act sets forth various definitions that govern its construction. • This bill would define “social housing” for purposes of the Zenovich-Moscone-Chacon Housing and Home Finance Act.	
AB 314 Patterson, Jim R Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce.	2/9/2023-A. REV. & TAX 2/9/2023-Referred to Com. on REV. & TAX.	The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption for the sale of, or the storage, use, or other consumption of, a new, used, or remanufactured truck, or a new or remanufactured trailer or semitrailer, with an unladen weight of 6,000 pounds or more that is purchased for use without this state and is delivered to the purchaser within this state, and the purchaser drives or moves the vehicle to any point outside this state within 30 or 75 days, as applicable, from and after the date of delivery, if the purchaser furnishes certain documents to the manufacturer or remanufacturer. Those documents include the purchaser’s affidavit as to the exclusive use of the vehicle in interstate or foreign commerce, and the vehicle having been taken out of the state within the applicable time period. • This bill would extend that exemption until January 1, 2029, and would similarly exempt, without any time limitation, a used trailer or semitrailer.	
AB 316 Aguiar-Curry D Vehicles: autonomous vehicles.	2/9/2023-A. TRANS. 2/9/2023-Referred to Coms. on TRANS. and C. & C.	Would prohibit the operation of an autonomous vehicle with a gross vehicle weight of 10,000 pounds or more on public roads for testing purposes, transporting goods, or transporting passengers without a human safety operator physically present in the autonomous vehicle at the time of operation.	
AB 321 Wilson D Sales and Use Tax: exemptions: zero-	2/9/2023-A. REV. & TAX 2/9/2023-Referred to Com. on REV. & TAX.	Sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, 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. • This bill , until January 1, 2034, would exempt from those taxes the gross receipts from the	

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State and Federal Legislative Matrix
March 2023
Metro Government Relations**

emission public transportation ferries.		sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined.	
AB 323 Holden D Planning and land use: parcels: changes in use.	2/9/2023-A. H. & C.D. 2/9/2023-Referred to Coms. on H. & C.D. and L. GOV.	Would revise the Planning and Zoning Law to prohibit a developer from submitting a petition for public hearing to a city, county, or city and county, for a change in use of a parcel intended for owner occupancy pursuant to a local inclusionary zoning ordinance or density bonus project, as defined, unless the developer can prove that none of the applicants for owner occupancy can qualify for the unit as an owner occupant pursuant to the income limitation recorded on the deed or other instrument defining the terms of conveyance eligibility.	
AB 324 Pacheco D Gas corporations: renewable gas procurement.	2/9/2023-A. U. & E. 2/9/2023-Referred to Coms. on U. & E. and NAT. RES.	Existing law authorizes the Public Utilities Commission to establish rules and to fix the rates and charges for all public utilities, subject to control by the Legislature, and requires that the rates and charges of a public utility be just and reasonable. Current law requires the commission and the State Energy Resources Conservation and Development Commission to undertake specified actions to advance the state’s clean energy and pollution reduction objectives, including, where feasible, cost effective, and consistent with other state policy objectives, increasing the use of large- and small-scale energy storage with a variety of technologies, including green electrolytic hydrogen, as defined. • This bill would require the commission to open a new proceeding, or a new phase of an existing proceeding, to consider establishing procurement goals for renewable hydrogen, as defined, and consider requiring each gas corporation and core transport agent to annually procure a proportionate share of renewable hydrogen to meet those goals. • The bill would require the commission to make specified findings before establishing renewable hydrogen procurement targets or goals.	
AB 333 Nguyen, Stephanie D Vehicles: abatement of abandoned vehicles.	2/9/2023-A. TRANS. 2/9/2023-Referred to Com. on TRANS.	Current law authorizes a county satisfying specified conditions to establish a service authority for the abatement of abandoned vehicles and to impose a \$1 vehicle registration fee. Current law authorizes a service authority to adopt an ordinance establishing procedures for the abatement, removal, and disposal, as a public nuisance, of an abandoned, wrecked, dismantled, or inoperative vehicle or part of the vehicle from private or public property and for the recovery of costs associated with the enforcement of the ordinance. • This bill would allow the ordinance to provide for the issuance of permits or licenses,	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		consistent with local nuisance codes and in cooperation with local code enforcement authorities, regarding the temporary parking allowance of abandoned, wrecked, dismantled, or inoperative vehicles and to authorize any necessary investigations and inspections related to the determination of a public nuisance.	
AB 334 Rubio, Blanca D Public contracts: conflicts of interest.	2/9/2023- A. ELECTIONS 2/9/2023-Referred to Com. on ELECTIONS.	Current law prohibits members of the Legislature and state, county, district, judicial district, and city officers or employees from being financially interested in any contract made by them in their official capacity, or by any body or board of which they are members. Current law authorizes the Fair Political Practices Commission to commence an administrative or civil action against persons who violate this prohibition, as prescribed, and includes provisions for the collection of penalties after the time for judicial review of a commission order or decision has lapsed, or if all means of judicial review of the order or decision have been exhausted. Current law identifies certain remote interests in contracts that are not subject to this prohibition and other situations in which an official is not deemed to be financially interested in a contract. • This bill would establish that an independent contractor, who meets specified requirements, is not an officer for purposes of being subject to the prohibition on being financially interested in a contract.	
AB 340 Fong, Vince R California Environmental Quality Act: grounds for noncompliance.	2/9/2023-A. NAT. RES. 2/9/2023-Referred to Coms. on NAT. RES. and JUD.	The California Environmental Quality Act (CEQA) prohibits an action or proceeding from being brought in a court to challenge the approval of a project by a public agency unless the alleged grounds for noncompliance are presented to the public agency orally or in writing by a person during the public comment period provided by CEQA or before the close of the public hearing on the project before the issuance of the notice of determination. • This bill would require the alleged grounds for noncompliance with CEQA presented to the public agency in writing be presented at least 10 days before the public hearing on the project before the issuance of the notice of determination. • The bill would prohibit the inclusion of written comments presented to the public agency after that time period in the record of proceedings and would prohibit those documents from serving as basis on which an action or proceeding may be brought.	
AB 350 Aguiar-Curry D	2/9/2023-A. TRANS. 2/9/2023-Referred to	Current law requires certain transportation planning agencies, including the Sacramento Area Council of Governments (SACOG), to prepare and adopt a regional transportation plan directed	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Regional transportation plans: Sacramento Area Council of Governments.	Coms. on TRANS. and NAT. RES.	<p>at achieving a coordinated and balanced regional transportation system.</p> <ul style="list-style-type: none"> • This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by the SACOG on November 18, 2019, to remain in effect for all purposes until the SACOG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2025. • The bill would provide that a specified update to the regional transportation plan adopted by the SACOG for purposes of compliance with certain federal laws is not a project for purposes of the California Environmental Quality Act (CEQA), thereby exempting this update from CEQA. 	
AB 356 Mathis R California Environmental Quality Act: aesthetic impacts.	2/9/2023-A. NAT. RES. 2/9/2023-Referred to Com. on NAT. RES.	<p>The California Environmental Quality Act (CEQA) 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. Current law, until January 1, 2024, specifies that, except as provided, a lead agency is not required to evaluate the aesthetic effects of a project and aesthetic effects are not considered significant effects on the environment if the project involves the refurbishment, conversion, repurposing, or replacement of an existing building that meets certain requirements.</p> <ul style="list-style-type: none"> • This bill would extend the operation of the above provision indefinitely. 	
AB 361 Ward D Vehicles: parking fines.	2/1/2023-A. PRINT 2/2/2023-From printer. May be heard in committee March 4.	<p>Current law regulates vehicle parking and charges a fine for, among other violations, parking in a bike lane, parking in a fire lane, or blocking a driveway, as specified.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact legislation relating to parking fines. 	
AB 362 Lee D Real property taxation:	2/9/2023-A. REV. & TAX 2/9/2023-Referred to Com. on REV. & TAX.	<p>Would require the California Department of Tax and Fee Administration to conduct or commission a study on the efficacy of a statewide land value taxation system as an alternative to the current appraisal methods utilized for real property taxation.</p> <ul style="list-style-type: none"> • The bill would require the study to be provided to the Legislature by January 1, 2025. • The bill would make related findings and declarations. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

land value taxation study.			
AB 377 Muratsuchi D Career technical education: California Career Technical Education Incentive Grant Program: Strong Workforce Program.	2/9/2023-A. ED. 3/1/2023-From committee chair, with author's amendments: Amend, and re-refer to Com. on ED. Read second time and amended.	Current law establishes the California Career Technical Education Incentive Grant Program, administered by the State Department of Education, with the purpose of encouraging, maintaining, and strengthening the delivery of high-quality career technical education programs. Current law provides, for the 2021–22 fiscal year and each fiscal year thereafter, that \$300,000,000 shall be available to the department, upon appropriation by the Legislature, for the program. Current law requires an applicant to demonstrate a proportional dollar-for-dollar match and sets that amount for the 2021–22 fiscal year, and each fiscal year thereafter, at \$2 for every \$1 received from the program. Current law prohibits an applicant from being awarded an amount higher than the amount that the allocation formula determines them to be eligible to receive under the program. • This bill instead would provide, for the 2024–25 fiscal year, and each fiscal year thereafter, that \$450,000,000 shall be made available to the department upon appropriation by the Legislature, for the program. • The bill would reduce the proportional match for the 2024–25 fiscal year, and each fiscal year thereafter, to \$1 for regional occupational centers or programs operated by a joint powers authority or those operated by a county office of education, and to \$1.50 for local educational agencies.	
AB 382 Cervantes D High-occupancy vehicle lanes: County of Riverside.	2/9/2023-A. TRANS. 2/9/2023-Referred to Com. on TRANS.	Current law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Current law authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in the County of Riverside by the Riverside County Transportation Commission. Current law requires the Department of Transportation 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 heavy commuter	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		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. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2025, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.	
AB 397 Essayli R California Global Warming Solutions Act of 2006: scoping plan.	2/9/2023-A. NAT. RES. 2/9/2023-Referred to Com. on NAT. RES.	The State Air Resources Board is required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. • This bill would require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.	
AB 400 Rubio, Blanca D Local agency design-build projects: authorization.	2/9/2023-A. L. GOV. 2/9/2023-Referred to Com. on L. GOV.	Current law authorizes local agencies, as defined, to use the design-build procurement process for specified types of projects, as prescribed. Current law, among other requirements for the design-build procurement process, requires specified information submitted by a design-build entity to be certified under penalty of perjury. These provisions authorizing the use of the design-build procurement process are repealed on January 1, 2025. • This bill would remove the January 1, 2025, repeal date, thereby making these provisions operative indefinitely.	
AB 410 Jones-Sawyer D Shared mobility devices.	2/2/2023-A. PRINT 2/3/2023-From printer. May be heard in committee March 5.	Current law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Current law requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		specified, to identify the device for the purpose of reporting illegal or negligent activity. • This bill would make a nonsubstantive change to that provision.	
AB 411 Bennett D Transportation: trails.	2/17/2023-A. TRANS. 2/17/2023-Referred to Coms. on TRANS. and W., P., & W.	Current law states the intent of the Legislature to annually allocate \$7,000,000 to the Environmental Enhancement and Mitigation Program Fund to provide grants to local, state, and federal agencies and nonprofit entities to undertake certain environmental enhancement and mitigation projects, including, but not limited to, urban forestry projects, acquisition or enhancement of resource lands, and projects to mitigate the impact of proposed transportation facilities or to enhance the environment. • This bill would revise that statement of legislative intent to instead allocate \$10,000,000 annually for that purpose.	
AB 413 Lee D Vehicles: stopping, standing, and parking.	2/9/2023-A. TRANS. 2/9/2023-Referred to Com. on TRANS.	Current law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station, Current law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking. • This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of any unmarked or marked crosswalk.	
AB 463 Hart D Electricity: prioritization of service: public transit vehicles.	2/17/2023-A. U. & E. 2/17/2023-Referred to Com. on U. & E.	Current law requires the Public Utilities Commission to establish priorities among the types or categories of customers of every electrical corporation and every gas corporation, and among the uses of electricity or gas by those customers, to determine which of those customers and uses provide the most important public benefits and serve the greatest public need, and to categorize all other customers and uses in order of descending priority based on these standards. Current law requires the commission, in establishing those priorities, to consider, among other things, the economic, social, and other effects of a temporary discontinuance in electrical or gas service to certain customers or for certain uses, as specified. If an electrical or gas corporation experiences a shortage of capacity or capability and is unable to meet all demands by its customers, existing law requires the commission to order that service be temporarily reduced by an amount that reflects the established priorities for the duration of the shortage. • This bill would require the commission, in establishing those priorities, to also consider the	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		economic, social equity, and mobility impacts of a temporary discontinuance in electrical service to the customers that rely on electrical service to operate public transit vehicles.	
AB 480 Ting D Surplus land.	2/17/2023-A. L. GOV. 2/17/2023-Referred to Coms. on L. GOV. and H. & C.D.	Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. If the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. Current law defines terms for purposes of these provisions, including the term “exempt surplus land,” which includes, among other things, surplus land that is put out to open, competitive bid by a local agency, as specified, for purposes of a mixed-use development that is more than one acre in area, that includes not less than 300 housing units, and that restricts at least 25% of the residential units to lower income households with an affordable sales price or an affordable rent for a minimum of 55 years for rental housing and 45 years for ownership housing. • This bill would modify these provisions to require that the mixed-use development include not less than 300 residential units.	
AB 499 Rivas, Luz D Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.	2/17/2023-A. L. GOV. 2/17/2023-Referred to Com. on L. GOV.	Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. • The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. • The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. • The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. • The bill would require the authority, on or before January 1, 2028, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029.	Sponsor

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>AB 540 Wicks D</p> <p>Social Service Transportation Improvement Act: coordinated transportation services agencies.</p>	<p>2/8/2023-A. PRINT 2/9/2023-From printer. May be heard in committee March 11.</p>	<p>The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds.</p> <ul style="list-style-type: none"> • This bill would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies. 	
<p>AB 550 Schiavo D</p> <p>Homelessness: public hearings.</p>	<p>2/8/2023-A. PRINT 2/9/2023-From printer. May be heard in committee March 11.</p>	<p>Under current law, various agencies administer programs for the support of homeless persons.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation that requires all cities and counties in the State of California to hold public hearings to develop plans to reduce homelessness. 	
<p>AB 557 Hart D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>2/17/2023-A. L. GOV. 2/17/2023-Referred to Com. on L. GOV.</p>	<p>Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health, as specified. If there is a continuing state of emergency, or if state or local officials have imposed or recommended measures to promote social distancing, existing law requires a legislative body to make specified findings not later than 30 days after the first teleconferenced meeting, and to make those findings every 30 days thereafter, in order to continue to meet under these abbreviated teleconferencing procedures. Current law requires a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, including an opportunity for all persons to attend via a call-in option or an internet-based service option. Current law prohibits a legislative body that holds a teleconferenced meeting under these abbreviated teleconferencing procedures from requiring public comments to be submitted in advance of the meeting and</p>	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		would specify that the legislative body must provide an opportunity for the public to address the legislative body and offer comment in real time. • This bill would extend the above-described abbreviated teleconferencing provisions when a declared state of emergency is in effect, or in other situations related to public health, as specified, indefinitely.	
AB 579 Ting D Schoolbuses: zero-emission vehicles.	2/17/2023-A. ED. 2/17/2023-Referred to Com. on ED.	Would require, commencing January 1, 2035, 100% of all newly purchased or contracted schoolbuses of a school district, county office of education, or charter school to be zero-emission vehicles, where feasible. • The bill would, in order to comply with that requirement, authorize local educational agencies, as defined, to request a one-time extension for a term not to exceed 5 years if a local educational agency determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, provided that certain conditions are met. To the extent this requirement imposes additional duties on local educational agencies in connection with federally required pupil transportation services that go beyond the requirements in federal law, the bill would impose a state-mandated local program.	
AB 585 Rivas, Robert D California Global Warming Solutions Act of 2006: state board.	2/9/2023-A. PRINT 2/10/2023-From printer. May be heard in committee March 12.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency responsible for monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. • This bill would make a nonsubstantive change to this provision.	
AB 587 Rivas, Robert D Public works: payroll records.	2/17/2023-A. L. & E. 2/17/2023-Referred to Com. on L. & E.	Current law requires the Labor Commissioner to investigate allegations that a contractor or subcontractor violated the law regulating public works projects, including the payment of prevailing wages. Current law requires each contractor and subcontractor on a public works project to keep accurate payroll records, showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker, or other employee employed by the contractor or subcontractor in connection with the public work. Current law requires any	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>copy of records made available for inspection as copies and furnished upon request to the public or any public agency to be marked or obliterated to prevent disclosure of an individual’s name, address, and social security number but specifies that any copy of records made available to a Taft-Hartley trust fund for the purposes of allocating contributions to participants be marked or obliterated only to prevent disclosure of an individual’s full social security number, as specified. Current law makes any contractor, subcontractor, agent, or representative who neglects to comply with the requirements to keep accurate payroll records guilty of a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would require any copy of records made available for inspection by, or furnished to, a multiemployer Taft-Hartley trust fund or joint labor-management committee be provided on forms provided by the Division of Labor Standards Enforcement or contain the same information as those forms. 	
<p>AB 593 Haney D</p> <p>Zero-emission buildings.</p>	<p>2/9/2023-A. PRINT 2/10/2023-From printer. May be heard in committee March 12.</p>	<p>Current law requires the State Energy Resources Conservation and Development Commission, by January 1, 2021, to assess the potential for the state to reduce the emissions of greenhouse gases from the state’s residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. Current law requires the commission to include in the 2021 edition of the integrated energy policy report and all subsequent integrated energy policy reports a report on the emissions of greenhouse gases associated with the supply of energy to residential and commercial buildings.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the latter provision. 	
<p>AB 610 Holden D</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>2/17/2023-A. TRANS. 2/17/2023-Referred to Com. on TRANS.</p>	<p>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.</p> <ul style="list-style-type: none"> • 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 	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>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.</p> <ul style="list-style-type: none"> • The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2028, 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. 	
<p>AB 637 Low D</p> <p>Density Bonus Law.</p>	<p>2/17/2023-A. H. & C.D. 2/17/2023-Referred to Coms. on H. & C.D. and L. GOV.</p>	<p>The Density Bonus Law requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law requires a city or county to grant a proposal for an incentive or concession requested by a developer unless it would not result in identifiable and actual cost reductions, as specified, would have a specific, adverse impact on public health or safety or on specified real property and for which there is no method to avoid or mitigate that impact, as specified, or would be contrary to state or federal law.</p> <ul style="list-style-type: none"> • This bill would additionally except from the requirement that a city or county to grant a proposal an incentive or concession would have an adverse impact on a policy that affirmatively furthers fair housing, as specified. 	
<p>AB 645 Friedman D</p> <p>Vehicles: speed safety system pilot program.</p>	<p>2/9/2023-A. PRINT 2/10/2023-From printer. May be heard in committee March 12.</p>	<p>Current law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, and highway conditions and in no event at a speed that endangers the safety of persons or property.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact legislation to establish a speed safety system pilot program. 	
<p>AB 719 Boerner Horvath D</p>	<p>2/23/2023-A. HEALTH</p>	<p>Current law establishes a schedule of benefits under the Medi-Cal program, including nonmedical transportation for a beneficiary to obtain covered Medi-Cal services. Current law requires nonmedical transportation to be provided by the beneficiary’s managed care plan or by</p>	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Medi-Cal benefits.	2/23/2023-Referred to Com. on HEALTH.	the department for a Medi-Cal fee-for-service beneficiary. <ul style="list-style-type: none"> • This bill would require the State Department of Health Care Services to require managed care plans to contract with public transit operators for the purpose of establishing reimbursement rates for nonmedical and nonemergency medical transportation trips provided by a public transit operator. • The bill would require the rates reimbursed by the managed care plan to the public transit operator to be based on the department’s fee-for-service rates for nonmedical and nonemergency medical transportation service. 	
AB 744 Carrillo, Juan D California Transportation Commission: data, modeling, and analytic software tools procurement.	2/13/2023-A. PRINT 2/14/2023-From printer. May be heard in committee March 16.	Upon the appropriation of funds by the Legislature, this bill would require the California Transportation Commission to acquire public domain or procure commercially available or open-source licensed solutions for data, modeling, and analytic software tools to support the state’s sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. <ul style="list-style-type: none"> • The bill would require the commission to provide access to the data, modeling, and analytic software tools to state and local agencies, as specified. . 	
AB 756 Papan D Grade separation projects.	2/13/2023-A. PRINT 2/14/2023-From printer. May be heard in committee March 16.	Current law provides for the Department of Transportation to include \$15,000,000 in its annual proposed budget for highway-railroad grade separation projects. Current law requires the Public Utilities Commission to establish an annual priority list for expenditure of these funds, which may be allocated by the California Transportation Commission for various kinds of projects, including alteration of existing grade separations, construction of new grade separations for existing or proposed grade crossings, and removal or relocation of highways or railroad tracks to eliminate existing grade crossings. Current law defines “highway” for these purposes. <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to that definition. 	
AB 761 Friedman D Transit	2/23/2023-A. TRANS. 2/23/2023-Referred to Com. on TRANS.	Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Transformation Task Force.		<p>to the agency. Current law provides for the funding of public transit, including under the Transportation Development Act.</p> <ul style="list-style-type: none"> • This bill would require the secretary, on or before July 1, 2024, to establish and convene the Transit Transformation Task Force to include representatives from the department, the Controller’s office, various local agencies, academic institutions, nongovernmental organizations, and other stakeholders. • The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit ridership and improve the transit experience for all users of those services. • The bill would require the secretary, in consultation with the task force, to prepare and submit a report of findings based on the task force’s efforts to the appropriate policy and fiscal committees of the Legislature on or before January 1, 2025. • The bill would require the report to include a detailed analysis of specified issues and recommendations on specified topics. 	
<p>AB 817 Pacheco D</p> <p>Local government: open meetings.</p>	<p>2/13/2023-A. PRINT 2/14/2023-From printer. May be heard in committee March 16.</p>	<p>Current law, the Ralph M. Brown Act, requires each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to a provision of the Ralph M. Brown Act. 	
<p>AB 819 Bryan D</p> <p>Crimes: public transportation: fare evasion.</p>	<p>2/23/2023-A. PUB. S. 2/23/2023-Referred to Com. on PUB. S.</p>	<p>Current law makes it a crime, punishable as an infraction and subsequently as a misdemeanor, for an adult to evade payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, as specified. Under existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both.</p> <ul style="list-style-type: none"> • This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.	
AB 823 Schiavo D Transportation planning: travel demand models.	2/13/2023-A. PRINT 2/14/2023-From printer. May be heard in committee March 16.	Current law requires the California Transportation Commission, in consultation with the Department of Transportation and the State Air Resources Board, to maintain guidelines for travel demand models used in the development of regional transportation plans by federally designated metropolitan transportation organizations. • This bill would make nonsubstantive changes to that provision.	
AB 980 Friedman D Active Transportation Program: guidelines: hearings.	2/23/2023-A. TRANS. 2/23/2023-Referred to Com. on TRANS.	Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. • This bill would instead require the commission to conduct at least one public hearing in northern California and one public hearing in southern California before amending the adopted guidelines.	
AB 981 Friedman D State highways: pilot highway maintenance and rehabilitation demonstration projects.	2/23/2023-A. TRANS. 2/23/2023-Referred to Com. on TRANS.	Would require the Department of Transportation to complete 10 pilot highway maintenance and rehabilitation demonstration projects that result in significantly reduced emissions of greenhouse gases. • The bill would require that the projects use end-to-end recycled concrete and materials and close the sections of highway impacted by the projects to through traffic in order to promote safety and increase efficiency. • The bill would authorize the department to provide free transit passes to travelers who cannot use a section of a highway that is closed as a result of a project. • The bill would require the department, upon completing the projects, to submit a report to the Legislature on the effectiveness, and the total emissions of greenhouse gases reduced as a result, of the projects.	
AB 1011 Weber D	2/15/2023-A. PRINT 2/16/2023-From printer. May be heard	The Local Agency Public Construction Act sets forth the requirements for competitive bidding on various types of contracts awarded by local agencies. The act authorizes the 2nd lowest bidder to bring an action in superior court if the 2nd lowest bidder suffers damages as a result of	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Local public contracts: second lowest bidder.	in committee March 18.	the successful bidder’s violation of specified laws, but prohibits the action if the 2nd lowest bidder has been convicted of a violation of specified labor laws or unemployment insurance laws within one year prior to fulfilling the bid for public work and has failed to take affirmative steps to correct the violation. • This bill would make nonsubstantive changes to those provisions.	
AB 1012 Quirk-Silva D State Air Resources Board: mobile source regulations: lifecycle analysis.	2/15/2023-A. PRINT 2/16/2023-From printer. May be heard in committee March 18.	Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants. • This bill would require the state board, if it proposes a regulation that would require a mobile source to use a particular technology, to perform a lifecycle analysis that considers all of the environmental impacts of the required technology before the adoption of the regulation.	
AB 1045 Hart D Vehicular air pollution: State Air Resources Board: regulations.	2/15/2023-A. PRINT 2/16/2023-From printer. May be heard in committee March 18.	Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. • This bill would make a nonsubstantive change to this provision.	
AB 1052 McCarty D Sacramento Regional Transit District: taxes.	2/15/2023-A. PRINT 2/16/2023-From printer. May be heard in committee March 18.	The Sacramento Regional Transit District Act creates the Sacramento Regional Transit District, with specified powers and duties relative to providing transit services in the Sacramento region. Existing law authorizes the district to levy or collect a property tax within any city or the unincorporated area, or any part thereof, in the district, upon the approval by a 2/3 vote of the electorate, as provided. Current 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. • This bill would revise and recast those provisions related to the imposition of property taxes and retail transactions and use taxes by the district, by, among other things, explicitly	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		authorizing the district to impose a property tax or retail transactions and use tax in the entirety of, or a portion of, the incorporated and unincorporated territory. If the tax only applies to a portion of an area of the district, the bill would require the incorporated area of each city and of contiguous cities within the district to be either wholly included within or wholly excluded from that portion that is taxed and would require the entire unincorporated area of the district to be either wholly included within or wholly excluded from that portion that is taxed.	
AB 1100 Low D Employment: workweek.	2/15/2023-A. PRINT 2/16/2023-From printer. May be heard in committee March 18.	Current law generally establishes that 8 hours of labor constitutes a day’s work and further establishes a 40-hour workweek. • This bill would declare the intent of the Legislature to subsequently amend this bill to include provisions that would establish a 4-day workweek.	
AB 1168 Bennett D California Transportation Commission.	2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.	Current law establishes the California Transportation Commission and vests the commission with certain powers, purposes, and responsibilities. • This bill would make nonsubstantive changes to these provisions.	
AB 1181 Zbur D Energy.	2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.	Current law requires the State Energy Resources Conservation and Development Commission to undertake various actions in furtherance of meeting the state’s clean energy and pollution reduction objectives, including actions related to energy infrastructure. • This bill would state the intent of the Legislature to enact subsequent legislation relating to energy.	
AB 1198 Grayson D GO-Biz: Equity in energy task force.	2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.	Would establish, within GO-Biz, the Equity in Energy Task Force with members as defined. • The bill would require the task force to develop a comprehensive strategy aimed at addressing equity in the energy industry and increasing the participation rate of women, minorities, disabled individuals, and veteran-owned businesses, as well as individuals from disadvantaged communities. • The bill would require the task force to meet 12 times between January 1, 2024, and	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>December 31, 2024, and to submit a report to the Legislature, no later than December 31, 2024, providing recommendations to address barriers to access to the energy industry and how to increase the participation rate for underrepresented communities.</p> <ul style="list-style-type: none"> • The bill would require the task force to work with designated agencies to identify workforce development programs specific to the energy industry and to gather data on specified communities, as well as how education and outreach is conducted in these communities. • The bill would also require the task force to meet annually, commencing January 1, 2025, to review progress in increasing the participation levels in the specified communities. • The bill would repeal these provisions on December 31, 2030. 	
<p>AB 1224 Bryan D</p> <p>Environmental justice.</p>	<p>2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.</p>	<p>Current law requires the California Environmental Protection Agency to develop a model environmental justice mission statement for boards, departments, and offices within the agency, and defines environmental justice for these purposes.</p> <ul style="list-style-type: none"> • This bill would provide that it is the intent of the Legislature to enact subsequent legislation relating to environmental justice. 	
<p>AB 1250 Friedman D</p> <p>Public contracts: public entities.</p>	<p>2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.</p>	<p>Current law generally regulates the formation and awarding, among other things, of a contract by a public entity and defines the term “public entity” for that purpose.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to that definition. 	
<p>AB 1261 Santiago D</p> <p>Crime: peace officers.</p>	<p>2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.</p>	<p>Current law classifies various officers and employees of state and local agencies as peace officers. Current law requires a uniformed peace officer to wear a badge, nameplate, or other device that bears the identification number or name of the officer.</p> <ul style="list-style-type: none"> • This bill would make a technical, nonsubstantive change to that provision. 	
<p>AB 1265 Gallagher R</p> <p>Low Carbon Fuel</p>	<p>2/16/2023-A. PRINT 2/17/2023-From printer. May be heard</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Standard regulations: repeal.	in committee March 19.	defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. • This bill would repeal the Low Carbon Fuel Standard regulations.	
AB 1295 Friedman D The Affordable Housing and Sustainable Communities Program.	2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.	Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. Current law requires the executive director of the council to report the progress on the implementation of the program in its annual report to the Legislature. • This bill would additionally require the executive director of the council to post its progress report on its internet website.	
AB 1333 Ward D Transportation.	2/16/2023-A. PRINT 2/16/2023-Read first time. To print.	Current law establishes a Department of Transportation in the Transportation Agency. Existing law authorizes the department to assist regional transportation planning agencies, as specified. • This bill would make nonsubstantive changes to those provisions relating to assistance provided by the department to regional transportation planning agencies.	
AB 1335 Zbur D Local government: transportation planning and land use: sustainable communities strategy.	2/16/2023-A. PRINT 2/16/2023-Read first time. To print.	Would, commencing January 1, 2024, would require each transportation planning agency to follow certain population projection procedures when updating the regional transportation plan. • The bill would require the sustainable communities strategy to be based on population projections produced by the Department of Finance and regional population forecasts used in determining applicable city and county regional housing needs, in consultation with each council of governments. • The bill would impose similar reconciliation procedures, as described above, when there are differences in the population forecast provided by the council of governments and the Department of Finance. By imposing additional duties on transportation planning agencies, the bill would impose a state-mandated local program.	
AB 1348 Grayson D	2/16/2023-A. PRINT 2/17/2023-From	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	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Local government: open meetings.	printer. May be heard in committee March 19.	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 make nonsubstantive changes to the public record provisions governing the writings related to agendas of public meetings.	
AB 1349 Irwin D Transportation electrification: grant recipients: data reporting.	2/16/2023-A. PRINT 2/17/2023-From printer. May be heard in committee March 19.	Would state the intent of the Legislature to enact future legislation to require recipients of grants for zero-emission vehicle charging stations to collect data on the status of their stations and to submit that data to a publicly accessible application or internet website.	
AB 1374 Alvarez D Greenhouse Gas Reduction Fund: investment plan.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current 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. Current 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 fund. Current law requires the investment plan to allocate, among other things, a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities and an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state. • This bill would increase those amounts from 25% to 50% and from 5% to 15%.	
AB 1379 Papan D	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard	Current law requires that the officer of each local agency who has charge of the financial records furnish to the Controller a report of all the financial transactions of the local agency during the preceding fiscal year. If a local agency maintains an internet website, current law requires that the local agency post information on the annual compensation of its elected	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Local agencies: financial affairs.	in committee March 20.	officials, as specified. • This bill would make nonsubstantive changes to that law.	
AB 1383 Ortega D Contractors: discipline: noncompliance with child support obligations.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Would require the Contractors State License Board, by January 1, 2025, to adopt regulations to provide for withholding issuance or renewal of a license application if the qualifying individual, responsible managing officer, or responsible managing employee is not in compliance with a child support order or judgment, as provided. • The bill would require the board’s regulations to provide for the suspension of licenses if the Department of Child Support Services provides the board with a list of delinquent child support obligors and the qualifying individual, responsible managing officer, or responsible managing employee for the license is not in compliance with a child support order.	
AB 1385 Garcia D Local transportation funds: transit operators.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Current law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive funds. Current law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated funds do not exceed 50% of the operator’s total operating costs, as specified, or the maintenance by the operator of a specified farebox ratio of fare revenues to operating costs. Current law establishes the required farebox ratio as 20% in urbanized areas and 10% in nonurbanized areas. • This bill would make a nonsubstantive change to the provision relating to operator eligibility in urbanized areas based on the farebox ratio.	
AB 1401 Garcia D Air Quality Improvement Program.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Under current law, the State Air Resources Board is required to administer the Air Quality Improvement Program and to provide preference in awarding funding to projects with higher benefit-cost scores that maximize the purposes and goals of the program. Current law also authorizes the state board to give additional preference in funding awards to projects based on specified criteria including the ability of the project to promote the use of clean alternative fuels and vehicle technologies, as specified. • This bill would require the state board to give additional preference to a project based on its ability to promote the use of clean alternative fuels, biofuels, and vehicle technologies, as	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		specified. • The bill would also require the state board to include certain information relating to renewable fuels and biofuels in its biennial report to the Legislature on the program.	
AB 1482 Gabriel D Electric vehicle charging infrastructure: local publicly owned electric utilities.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Would establish, for local publicly owned electric utilities, an average service energization time for electric vehicle charging infrastructure of 125 business days, and would require local publicly owned electric utilities to annually report certain information to the State Energy Resources Conservation and Development Commission (Energy Commission) regarding the service energization time for electric vehicle charging infrastructure projects. • The bill would require the Public Utilities Commission (PUC) and the Energy Commission, in consultation with electrical corporations and local publicly owned electric utilities, to jointly host an annual public workshop to review and evaluate the information submitted by electrical corporations under the PUC’s resolution and the information submitted by local publicly owned electric utilities, as required by the bill, and to revise, if needed, the average service energization time for electric vehicle charging infrastructure.	
AB 1504 McCarty D Planning and zoning: adoption of regulations: electric vehicle charging stations.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Existing law requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations through the issuance of a building permit or similar nondiscretionary permit and requires the review of an application to install an electric vehicle charging station to be limited to the building official’s review of whether it meets all health and safety requirements of local, state, and federal law. Existing law prohibits a city, county, or city and county from denying an application for a use permit to install an electric vehicle charging station unless it makes written findings that the proposed installation would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact. Existing law requires that any conditions imposed on an application to install an electric vehicle charging station be designed to mitigate the specific, adverse impact upon the public health or safety at the lowest cost possible. Existing law defines “electric vehicle charging station” or “charging station” for these purposes. • This bill would provide that “electric vehicle charging station” includes electric vehicle	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		charging stations installed in the public right-of-way and electric vehicle charging stations installed with a battery storage system.	
AB 1525 Bonta D Transportation finance: equity: vulnerable communities.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Existing law establishes within state government the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. The agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. • This bill would state the intent of the Legislature to enact future legislation to promote equity first in transportation funding and to prioritize funding to vulnerable communities.	
AB 1538 Muratsuchi D Clean Energy Reliability Program.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	• This bill would establish the Clean Energy Reliability Program, to be administered by the Public Utilities Commission, upon appropriation, to provide incentive payments to qualifying load-serving entities that use eligible resources, as defined, to exceed their clean energy capacity requirements or targets, within or at the end of a given compliance period, as those requirements and compliance periods are determined through a specified commission rulemaking or its successor. • This bill contains other related provisions and other existing laws.	
AB 1550 Bennett D Green hydrogen.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Existing law requires the State Air Resources Board to develop and adopt hydrogen fuel regulations to ensure that state funding for the production and use of hydrogen fuel contributes to the reduction of greenhouse gas emissions, criteria air pollutant emissions, and toxic air contaminant emissions, including by requiring that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from eligible renewable energy resources, as specified. Under existing law, a violation of those regulations, and other provisions pertaining to motor vehicle fuels, is a crime. • This bill would require, on and after January 1, 2045, that all hydrogen produced and used in	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		California for the generation of electricity or fueling of vehicles be green hydrogen. • This bill contains other related provisions and other existing laws.	
AB 1567 Garcia D Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2023.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide primary election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. • This bill would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2023, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,105,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs. • This bill contains other related provisions.	
AB 1579 Garcia D Vehicles: batteries.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	• This bill would state the intent of the Legislature to enact legislation that would require, beginning in 2035, electric vehicles used for state purposes to be equipped with lithium-ion batteries that are sourced from operations with near-zero carbon footprints. • The bill would make related findings and declarations.	
AB 1580 Carrillo, Juan D Air pollution: electric vehicle infrastructure.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	The federal Infrastructure Investment and Jobs Act of 2021 establishes the federal National Electric Vehicle Infrastructure Formula Program to provide funding for each fiscal year until fiscal year 2026 to the states to strategically deploy electric vehicle charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. • This bill would require the commission and the Department of Transportation, on or before June 30, 2024, to jointly develop a State Electric Vehicle Infrastructure Deployment Plan that is consistent with federal requirements and guidance provided by the federal National Electric	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>Vehicle Infrastructure Formula Program.</p> <ul style="list-style-type: none"> • The bill would require the commission and the department to update the plan each January thereafter. • The bill would require the plan and the updates to be submitted to the Joint Legislative Budget Committee and all relevant policy and fiscal committees of the Legislature. • The bill would authorize the commission and the department to submit the updates to the plan in conjunction with, or as a part of, the draft investment plan for the Clean Transportation Program. • The bill would be inoperative on a specified date and would be repealed on January 1 of the year thereafter. • This bill contains other existing laws. 	
<p>AB 1606 Gipson D</p> <p>Driver's license renewal alternatives.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law requires an application for renewal of a driver's license to be made at an office of the Department of Motor Vehicles by the person to whom the license was issued. Existing law also requires renewal of a license to be under the terms and conditions prescribed by the department.</p> <ul style="list-style-type: none"> • This bill would authorize the Director of Motor Vehicles to establish a program to evaluate the traffic safety and other effects of renewing driver's licenses by virtual or other remote processes. • The bill would authorize the director to terminate the renewal by virtual or other remote processes at any time. 	
<p>AB 1609 Garcia D</p> <p>Air pollution: motor vehicles: district fees.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law authorizes an air pollution control or air quality management district, except the Sacramento district, to levy a surcharge on the registration fees for motor vehicles registered in the air district, as specified by the governing body of the air district. Existing law requires the Department of Motor Vehicles to collect that surcharge if requested by an air district, and requires the department, after deducting its administrative costs, to distribute the revenues to the air districts. Existing law, until January 1, 2034, raises the limit on the amount of that surcharge from \$4 to \$6 and requires that \$2 of the surcharge be used to implement the Carl Moyer Memorial Air Quality Standards Attainment Program, among other programs.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to the provision that authorizes the increase in the fee until January 1, 2034. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>AB 1626 McCarty D</p> <p>Transportation electrification: fleet data.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in collaboration with the State Air Resources Board, the Public Utilities Commission, 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, including information that would allow an electrical corporation or local publicly owned electric utility to estimate the total anticipated charging capacity at each fleet location, and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. Existing law prohibits electrical corporations and local publicly owned electric utilities from disclosing that data to third parties.</p> <ul style="list-style-type: none"> • This bill would require the Energy Commission to also gather aggregated information that would allow the public sector to estimate the total anticipated hydrogen fueling capacity at each fleet location. • The bill would require the Energy Commission to share the aggregated data with developers of publicly available hydrogen fueling stations and would prohibit the developer of a publicly available hydrogen fueling station from disclosing that data to third parties. • This bill contains other related provisions and other existing laws. 	
<p>AB 1654 Addis D</p> <p>City streets and highways.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct a section or portion of a street or highway within its jurisdiction as a freeway and to make an existing street or highway a freeway.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to this provision. 	
<p>AB 1656 Wicks D</p> <p>Homelessness: funding.</p>	<p>2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.</p>	<p>Existing law establishes various programs to prevent and ameliorate homelessness, including the Homeless Youth Act of 2018 and the Homeless Housing, Assistance, and Prevention program.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation to establish an ongoing funding source to address the state's homelessness crisis. 	
<p>AB 1681 Bryan D</p>	<p>2/17/2023-A. PRINT 2/18/2023-From</p>	<p>Existing law requires the California Environmental Protection Agency to develop a model environmental justice mission statement for boards, departments, and offices within the agency,</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Environmental justice.	printer. May be heard in committee March 20.	and defines environmental justice for these purposes. • This bill would provide that it is the intent of the Legislature to enact subsequent legislation relating to environmental justice.	
AB 1700 Hoover R California Environmental Quality Act: population growth and noise impacts: housing projects.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	The California Environmental Quality Act (CEQA) 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 specify that population growth, in and of itself, resulting from a housing project and noise impacts of a housing project are not an effect on the environment for purposes of CEQA.	
AB 1702 Hart D Active Transportation Program.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Current law establishes the Active Transportation Program in the Department of Transportation for purposes of encouraging increased use of active modes of transportation, such as biking and walking. • This bill would make nonsubstantive changes to that provision.	
AB 1735 Low D Transit districts: prohibition orders.	2/17/2023-A. PRINT 2/18/2023-From printer. May be heard in committee March 20.	Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. • This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders.	
AB 1743 Bennett D	2/17/2023-A. PRINT 2/18/2023-From	Would, until January 1, 2035, enact the Less-Than-Zero-Emissions Incentive Program. The program would be administered by the State Air Resources Board and would require the state	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>Less-Than-Zero-Emissions Incentive Program.</p>	<p>printer. May be heard in committee March 20.</p>	<p>board to approve projects that reduce emissions from cargo handling equipment, as defined, and from emissions sources at seaports in the state.</p> <ul style="list-style-type: none"> • The bill would prohibit the approval of a project after the compliance date required by a state or federal law, as provided, that requires a change in equipment to a zero-emission standard. • The bill would require the state board to establish guidelines to determine eligibility for project approvals and would authorize the board to establish an application fee, as specified. • The bill would require the application fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. • The bill would establish eligibility criteria for projects. • The bill would require the state board, by January 1, 2033, to evaluate the impact of the program on state and local clean air efforts to meet state and local clean air goals and to hold at least one public workshop before completing the study. 	
<p>ACA 1 Aguilar-Curry D</p> <p>Local government financing: affordable housing and public infrastructure: voter approval.</p>	<p>12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure.</p>	
<p>ACA 2 Alanis R</p> <p>Public resources: Water and Wildfire</p>	<p>12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.</p>	<p>Would establish the Water and Wildfire Resiliency Fund within the State Treasury, and would require the Treasurer to annually transfer an amount equal to 3% of all state revenues that may be appropriated as described from the General Fund to the Water and Wildfire Resiliency Fund. The measure would require the moneys in the fund to be appropriated by the Legislature and would require that 50% of the moneys in the fund be used for water projects, as specified, and</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Resiliency Act of 2023.		that the other 50% of the moneys in the fund be used for forest maintenance and health projects, as specified.	
ACA 3 Lee D Wealth tax: appropriation limits.	1/19/2023-A. PRINT 1/20/2023-From printer. May be heard in committee February 19.	Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form of personal property or wealth for differential taxation or for exemption by a majority vote.	
SB 4 Wiener D Planning and zoning: housing development: higher education institutions and religious institutions.	2/1/2023-S. HOUSING 2/22/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on HOUSING.	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 housing element. That law allows a development proponent to submit an application for a development that is subject to a specified streamlined, ministerial approval process not subject to a conditional use permit, if the development satisfies certain objective planning standards. The Zenovich-Moscone-Chacon Housing and Home Finance Act, establishes the California Tax Credit Allocation Committee within the Department of Housing and Community Development. Current law requires the committee to allocate state low-income housing tax credits in conformity with state and federal law that establishes a maximum rent that may be charged to a tenant for a project unit constructed using low-income housing tax credits. • This bill would require that a housing development project be a use by right upon the request of an applicant who submits an application for streamlined approval, on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria, including that the development is not adjoined to any site where more than one-third of the square footage on the site is dedicated to industrial use. • The bill would define various terms for these purposes.	
SB 5 Nguyen R Motor Vehicle Fuel	1/18/2023-S. GOV. & F. 1/18/2023-Referred to Com. on GOV. & F.	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. Current law requires the department to annually adjust the tax imposed by increasing the	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Tax Law: limitation on adjustment.		rates based on the California Consumer Price Index, as specified. <ul style="list-style-type: none"> • This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. • This bill contains other related provisions. 	
SB 7 Blakespear D Regional housing needs allocation: homelessness.	2/22/2023-S. HOUSING 2/22/2023-Re-referred to Com. on HOUSING.	Existing law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on Homelessness and establishing the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. <ul style="list-style-type: none"> • This bill, for regional housing need assessments on or after January 1, 2024, would require “homeless” to be included as an income category for purposes of the regional housing needs allocation plan. By requiring each council of governments to revise the income categories used in regional housing needs allocations, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. • This bill would provide that no reimbursement is required by this act for a specified reason. • This bill contains other existing laws. 	
SB 12 Stern D California Global Warming Solutions Act of 2006: emissions limit.	1/18/2023-S. E.Q. 2/10/2023-Set for hearing March 15.	Under the California Global Warming Solutions Act of 2006, the State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. <ul style="list-style-type: none"> • This bill instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>SB 15 Grove R</p> <p>Oil imports: air quality emissions data.</p>	<p>12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.</p>	<p>Would express the intent of the Legislature that the Energy Commission monitor foreign countries that export oil to California and identify on its internet website which of those countries have demonstrated human rights abuses, as documented by the United States Department of State or by human rights organizations, and which of those countries have lower environmental standards for the production of oil than California.</p> <ul style="list-style-type: none"> • This bill contains other related provisions and other existing laws. 	
<p>SB 16 Smallwood-Cuevas D</p> <p>Civil rights: discrimination: enforcement.</p>	<p>1/18/2023-S. JUD. 1/18/2023-Referred to Com. on JUD.</p>	<p>The Unruh Civil Rights Act generally prohibits business establishments from discriminating on specified bases. The California Fair Employment and Housing Act prohibits discrimination in housing and employment on specified bases and provides procedures for enforcement by the Civil Rights Department. Current law specifies that while it is the intent of the Legislature that the California Fair Employment and Housing Act occupy the field of regulation of discrimination in employment and housing, nothing in the act shall be construed to limit or restrict the application of the Unruh Civil Rights Act.</p> <ul style="list-style-type: none"> • This bill would also specify that nothing in the California Fair Employment and Housing Act shall be construed to limit or restrict efforts by local entities to enforce state law prohibiting discrimination against classes of persons covered by the act in employment and housing. 	
<p>SB 30 Umberg D</p> <p>Transportation: zero-emission vehicle signage.</p>	<p>12/5/2022-S. RLS. 2/27/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.</p>	<p>Current law requires the Department of Transportation to adopt rules and regulations that allow the placement, near exits on freeways in rural areas, of information signs identifying specific roadside businesses, including a business offering electric vehicle charging facilities.</p> <ul style="list-style-type: none"> • This bill would require the department, in coordination with the Governor's Office of Business and Economic Development (GO-Biz) and the State Energy Resources Conservation and Development Commission, to develop and design light-duty zero-emission vehicle charging and fueling station signage to be placed along state highways based on charger or fueling type and vehicle compatibility, to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations. • The bill would authorize the department to adopt and regulations for these purposes. 	
<p>SB 32 Jones R</p>	<p>12/5/2022-S. RLS. 12/6/2022-From printer. May be acted</p>	<p>The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	upon on or after January 5.	<p>least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current 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.</p> <ul style="list-style-type: none"> • This bill would suspend the Low Carbon Fuel Standard regulations for one year. • The bill would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year. 	
SB 34 Umberg D Surplus land disposal: violations: Orange County.	1/18/2023-S. GOV. & F. 2/22/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.	<p>Would, until January 1, 2030, would require the County of Orange, or any city located within Orange County, if notified by the Department of Housing and Community Development that its planned sale or lease of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 days, as prescribed.</p> <ul style="list-style-type: none"> • The bill would prohibit an Orange County jurisdiction that has not cured or corrected any alleged violation from disposing of the parcel until the department determines that it has complied with existing law or deems the alleged violation not to be a violation. 	
SB 35 Umberg D Community Assistance, Recovery, and Empowerment (CARE) Court Program.	12/5/2022-S. RLS. 1/18/2023-Referred to Com. on RLS.	<p>The Community Assistance, Recovery, and Empowerment (CARE) Act, effective January 1, 2023, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Current law authorizes CARE Act proceedings to commence in the county where the respondent resides, is found, or is facing criminal or civil proceedings.</p> <ul style="list-style-type: none"> • This bill would make technical, nonsubstantive changes to that provision. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>SB 37 Caballero D</p> <p>Older Adults and Adults with Disabilities Housing Stability Act.</p>	<p>2/22/2023-S. HOUSING 2/22/2023-Re-referred to Coms. on HOUSING and HUMAN S.</p>	<p>Would, upon an appropriation by the Legislature for this express purpose, require the California Department of Housing and Community Development, commencing January 1, 2024, to begin developing the Older Adults and Adults with Disabilities Housing Stability Program.</p> <ul style="list-style-type: none"> • The bill would require the department, in administering the program, to offer competitive grants to nonprofit community-based organizations, continuums of care, public housing authorities, and area agencies on aging, as specified, to administer a housing subsidy program for older adults and adults with disabilities who are experiencing homelessness or at risk of homelessness, as defined. 	
<p>SB 52 Durazo D</p> <p>Redistricting: large charter cities.</p>	<p>1/18/2023-S. E. & C.A. 2/13/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E. & C.A.</p>	<p>Would require a charter city with a population of at least 2,500,000 people to establish a citizens redistricting commission to adjust the district boundaries for the city council.</p> <ul style="list-style-type: none"> • The bill would require the commission to adjust the boundaries of the city council districts in accordance with specified criteria and adopt a redistricting plan following each federal decennial census in accordance with specified deadlines. By increasing the duties on local officials, the bill would impose a state-mandated local program. 	
<p>SB 55 Umberg D</p> <p>Vehicles: catalytic converters.</p>	<p>1/18/2023-S. TRANS. 1/18/2023-Referred to Coms. on TRANS. and PUB S.</p>	<p>Would prohibit a motor vehicle dealer or retailer from selling a new motor vehicle equipped with a catalytic converter unless the catalytic converter has been engraved or etched with the vehicle identification number of the vehicle to which it is attached. A violation of this provision would be punishable as an infraction.</p> <ul style="list-style-type: none"> • This bill contains other related provisions and other existing laws. 	
<p>SB 56 Skinner D</p> <p>Load-serving entities: integrated resource plans.</p>	<p>12/7/2022-S. RLS. 1/18/2023-Referred to Com. on RLS.</p>	<p>Current law requires the Public Utilities Commission to adopt a process for each load-serving entity, defined to include electrical corporations, electric service providers, and community choice aggregators, to file an integrated resource plan and a schedule for periodic updates to the plan to ensure that it meets, among other things, the state's targets for reducing emissions of greenhouse gases and the requirement to procure at least 60% of its electricity from eligible renewable energy resources by December 31, 2030. Current law additionally requires the integrated resource plan to contribute to a diverse and balanced portfolio of resources needed to ensure a reliable supply of electricity that provides optimal integration of renewable energy</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		resources in a cost-effective manner, meets the state’s targets for reducing emissions of greenhouse gases, and prevents cost shifting among load-serving entities. • This bill would make a nonsubstantive change to the latter provision.	
SB 69 Cortese D California Environmental Quality Act: judicial and administrative proceedings: limitations.	1/18/2023-S. E.Q. 2/10/2023-Set for hearing March 15.	The California Environmental Quality Act (CEQA) requires a state agency or a local agency that approves or determines to carry out a project subject to CEQA to file a notice of determination with the Office of Planning and Research or the county clerk of each county in which the project will be located, as provided. CEQA authorizes a state agency or a local agency that determines that a project is not subject to CEQA to file a notice of exemption with the office or the county clerk of each county in which the project will be located, as provided. If a person has made a written request to a public agency for a copy of a notice of determination or notice of exemption for a project before the date on which the public agency approves or determines to carry out the project, CEQA requires the public agency, no later than 5 days from the date of the public agency’s action, to deposit a copy of the written notice addressed to that person in the United States mail, first-class postage prepaid. CEQA provides that the date upon which the notice is mailed does not affect the limitations periods applicable to specified actions or proceedings to attack, review, set aside, void, or annul specified acts or decisions of a public agency on the grounds of noncompliance with CEQA. • The bill would require a public agency to provide both the notice and any subsequent amended, corrected, or revised notice, as specified, in response to a written request for the notice, regardless of the delivery method. By requiring a local agency to provide a copy of any subsequent amended, corrected, or revised notice, along with the notice, the bill would impose a state-mandated local program.	
SB 83 Wiener D Public utilities: postentitlement phase permit applications: new construction.	1/13/2023-S. RLS. 1/25/2023-Referred to Com. on RLS.	Current law requires the Public Utilities Commission to enforce the rules governing the extension of service by a gas or electrical corporation to new residential, commercial, agricultural, and industrial customers. Current law requires an electrical or gas corporation to permit a new or existing customer who applies for an extension of service from that corporation to install the extension in accordance with commission regulations and any applicable specifications of the corporation. • This bill would state the intent of the Legislature to enact subsequent legislation to require	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		public utility companies to provide comments on postentitlement phase permit applications and connect new construction to the electrical grid within specified timeframes.	
SB 84 Gonzalez D	1/13/2023-S. RLS. 1/25/2023-Referred to Com. on RLS.	Would state the intent of the Legislature to enact future legislation related to the Clean Transportation Program.	
Clean Transportation Program.			
SB 88 Skinner D	1/17/2023-S. RLS. 1/25/2023-Referred to Com. on RLS.	Current law requires the driver of a school pupil activity bus, as defined, to be subject to the regulations adopted by the Department of the California Highway Patrol governing schoolbus drivers, except as specified. • This bill would express the intent of the Legislature to enact subsequent legislation to codify existing regulations and rules that currently govern who can provide pupil transportation and what type of vehicle can be used for this purpose.	
Pupil transportation: school pupil activity bus: drivers.			
SB 91 Umbert D	1/25/2023-S. E.Q. 2/10/2023-Set for hearing March 15.	Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) projects related to the conversion of a structure with a certificate of occupancy as a motel, hotel, residential hotel, or hostel to supportive or transitional housing, as defined, that meet certain conditions. • This bill would extend indefinitely the above exemption.	
California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.			
SB 222 Nguyen R	1/19/2023-S. RLS. 2/1/2023-Referred to Com. on RLS.	Would declare the intent of the Legislature to enact legislation relating to electric bicycles.	
Electric bicycles.			
SB 225 Caballero D	2/1/2023-S. HOUSING	Current law establishes the Department of Housing and Community Development in the Business, Consumer Services, and Housing Agency and makes the department responsible for	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>Community Anti-Displacement and Preservation Program: statewide contract.</p>	<p>2/1/2023-Referred to Coms. on HOUSING and G.O.</p>	<p>administering various housing programs throughout the state, including, among others, the Multifamily Housing Program and the California Emergency Solutions Grants Program. Current law, upon appropriation, authorizes the department to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided.</p> <ul style="list-style-type: none"> • This bill would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents. 	
<p>SB 229 Umberg D</p> <p>Surplus land: disposal of property: violations: public meeting.</p>	<p>2/1/2023-S. GOV. & F. 2/23/2023-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.</p>	<p>Current law prescribes requirements for the disposal of land determined to be surplus land by a local agency. Those requirements include a requirement that a local agency, before disposing of a property or participating in negotiations to dispose of that property with a prospective transferee, send a written notice of availability of the property to specified entities, depending on the property's intended use, and send specified information in regard to the disposal of the parcel of surplus land to the Department of Housing and Community Development. Current law, among other enforcement provisions, makes a local agency that disposes of land in violation of these disposal provisions, after receiving notification of violation from the department, liable for a penalty of 30% of the final sale price of the land sold in violation for a first violation and 50% for any subsequent violation. Under current law, except as specified, a local agency has 60 days to cure or correct an alleged violation before an enforcement action may be brought.</p> <ul style="list-style-type: none"> • This bill would require a local agency that has received a notification of violation from the department to hold an open and public session to review and consider the substance of the notice of violation. • The bill would require the local agency's governing body to provide prescribed notice no later than 14 days before the public session. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>SB 233 Skinner D</p> <p>Energy: new zero-emission vehicles and electric vehicle supply equipment: bidirectional capability.</p>	<p>1/24/2023-S. RLS. 2/1/2023-Referred to Com. on RLS.</p>	<p>Current law requires the State Energy Resources Conservation and Development Commission to undertake various actions in furtherance of meeting the state’s clean energy and pollution reduction objectives, including actions related to electric vehicles.</p> <ul style="list-style-type: none"> • This bill would state the Legislature’s intent to enact future legislation to mandate that all new zero-emission vehicles and electric vehicle supply equipment sold in California have bidirectional capability by January 1, 2027, to the extent practical as determined by the commission. 	
<p>SB 239 Dahle R</p> <p>California Environmental Quality Act: housing development projects: judicial proceedings.</p>	<p>2/1/2023-S. E.Q. 2/10/2023-Set for hearing March 15.</p>	<p>The California Environmental Quality Act (CEQA) requires a court, in an action or proceeding brought challenging any determination, finding, or decision of a public agency on the grounds of noncompliance with CEQA and a finding by the court of such noncompliance, to enter an order that includes one or more of specified mandates, one of which may be a mandate to suspend any or all specific project activity or activities, as provided. CEQA provides that, except as otherwise specified, it is not intended to limit the equitable powers of the courts.</p> <ul style="list-style-type: none"> • This bill would limit the standing to file and maintain the above action or proceeding to the Attorney General. • The bill would authorize the court, upon its own motion or of a party, to conduct a hearing to determine if the Attorney General is bringing and maintaining an action or proceeding for nonenvironmental purposes, as defined. If the court determines that the action is brought or maintained for nonenvironmental purposes, the bill would authorize the court to take necessary actions, including the dismissal of the action or proceeding, award of attorneys’ fees, or both dismissal and award. 	
<p>SB 252 Gonzalez D</p> <p>Public retirement systems: fossil fuels: divestment.</p>	<p>2/9/2023-S. L., P.E. & R. 2/9/2023-Referred to Coms. on L., P.E. & R. and JUD.</p>	<p>Current law prohibits the boards of the Public Employees’ Retirement System and the State Teachers’ Retirement System from making new investments or renewing existing investments of public employee retirement funds in a thermal coal company, as defined. Current law requires the boards to liquidate investments in thermal coal companies on or before July 1, 2017, and requires the boards, in making a determination to liquidate investments, to constructively engage with thermal coal companies to establish whether the companies are transitioning their business</p>	

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Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations

		<p>models to adapt to clean energy generation. Current law provides that it does not require a board to take any action unless the board determines in good faith that the action is consistent with the board’s fiduciary responsibilities established in the California Constitution.</p> <ul style="list-style-type: none"> • This bill would prohibit the boards of the Public Employees’ Retirement System and the State Teachers’ Retirement System from making new investments or renewing existing investments of public employee retirement funds in a fossil fuel company, as defined. • The bill would require the boards to liquidate investments in a fossil fuel company on or before July 1, 2030. • The bill would temporarily suspend the above-described liquidation provision upon a good faith determination by the board that certain conditions materially impact normal market mechanisms for pricing assets, as specified, and would make this suspension provision inoperative on January 1, 2035. 	
<p>SB 253 Wiener D</p> <p>Climate Corporate Data Accountability Act.</p>	<p>2/9/2023-S. E.Q. 2/10/2023-Set for hearing March 15.</p>	<p>Would require the State Air Resources Board, on or before January 1, 2025, to develop and adopt regulations requiring United States partnerships, corporations, limited liability companies, and other business entities with total annual revenues in excess of \$1,000,000,000 and that do business in California, defined as “reporting entities,” to publicly disclose to the emissions registry, as defined, and verify, starting in 2026 on a date to be determined by the state board, and annually thereafter, their greenhouse gas emissions, categorized as scope 1, 2, and 3 emissions, as defined, from the prior calendar year, as provided.</p> <ul style="list-style-type: none"> • The bill would require the state board, on or before January 1, 2030, to review, and update as necessary, these deadlines to evaluate trends in scope 3 emissions reporting and to consider changes to the deadlines, as provided. • The bill would require reporting entities to disclose their greenhouse gas emissions in a manner that is easily understandable and accessible to residents of the state. • The bill would require reporting entities to ensure that their public disclosures have been independently verified by the emissions registry or a third-party auditor, approved by the state board, with expertise in greenhouse gas emissions accounting. • The bill would require the state board, in developing these regulations, to consult with the Attorney General, other government stakeholders, investors, stakeholders representing 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		consumer and environmental justice interests, and reporting entities that have demonstrated leadership in full-scope greenhouse gas emissions accounting and public disclosure and greenhouse gas emissions reductions.	
SB 261 Stern D Greenhouse gases: climate-related financial risk.	2/9/2023-S. E.Q. 2/10/2023-Set for hearing March 15.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. <ul style="list-style-type: none"> • This bill would require, on or before December 31, 2024, and annually thereafter, a covered entity, as defined, to prepare a climate-related financial risk report disclosing the entity’s climate-related financial risk and measures adopted to reduce and adapt to climate-related financial risk disclosed. • The bill would require the covered entity to submit to the state board, and make available to the public on its own internet website, a copy of the report and to submit to the Secretary of State a statement affirming, not under penalty of perjury, that the report discloses climate-related financial risk. • The bill would also set forth the duties of the Climate-Related Risk Disclosure Advisory Group, as specified, including the duty to collect and review climate-related financial risk reports received in the prior calendar year and the duty to annually prepare a public report that contains specified information, including a review of the disclosure of climate-related financial risk contained in climate-related financial risk reports and an analysis of the systemic and sectorwide climate-related financial risks facing the state. 	
SB 270 Wiener D California Environmental Quality Act: housing projects:	2/9/2023-S. E.Q. 2/28/2023-March 15 set for first hearing canceled at the request of author.	The California Environmental Quality Act (CEQA) exempts from its requirements a housing project undertaken in a housing sustainability district designated by a local government if specified requirements are met, including that the lead agency has certified an environmental impact report for the district, and the Department of Housing and Community Development has approved the district, within 10 years of the lead agency’s review of the housing project. <ul style="list-style-type: none"> • This bill would instead allow the exemption to apply if the lead agency has certified an 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

housing sustainability districts: exemption.		environmental impact report for the district, and the Department of Housing and Community Development has approved the district, within 12 years of the lead agency's review of the housing project.	
SB 295 Dodd D Vehicles: regulations on public property.	2/15/2023-S. TRANS. 2/15/2023-Referred to Com. on TRANS.	Current law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency, as specified. • This bill would additionally include certain transportation devices for the purposes of this provision, including, among other things, scooters, pocket bicycles, and golf carts, as specified.	
SB 301 Portantino D Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.	2/15/2023-S. E.Q. 2/17/2023-Set for hearing March 15.	Would require the State Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project (ZACP) by allocating up to \$2,000,000 annually from the Clean Vehicle Rebate Project to provide an applicant who is a California resident with a rebate for an eligible vehicle that has been converted into a zero-emission vehicle. • The bill would require the rebate issued pursuant to the ZACP to be limited to one per vehicle and have a value of up to \$2,000. • The bill would also require the state board to establish guidelines for the program, as specified, and minimum eligibility criteria for an applicant to be eligible for the rebate. • The bill would require that if any of the moneys allocated for this purpose are not expended by the end of each fiscal year, those moneys shall be repaid to the Clean Vehicle Rebate Project.	
SB 314 Ashby D County of Sacramento Redistricting Commission.	2/15/2023-S. E. & C.A. 2/15/2023-Referred to Coms. on E. & C.A. and GOV. & F.	Would establish the Citizens Redistricting Commission in the County of Sacramento, which would be charged with adjusting the boundary lines of the districts of the Board of Supervisors of the County of Sacramento. The commission would consist of 14 members who meet specified qualifications. • This bill would require the commission to adjust the boundaries of the supervisorial districts in accordance with specified criteria and adopt a redistricting plan in accordance with existing deadlines for the adoption of county supervisorial district boundaries. By increasing the duties on local officials, the bill would impose a state-mandated local program.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>SB 381 Min D</p> <p>Electric bicycles: study.</p>	<p>2/22/2023-S. TRANS. 2/22/2023-Referred to Com. on TRANS.</p>	<p>Would require the Mineta Transportation Institute at San Jose State University to, on or before January 1, 2026, conduct a study on electric bicycles to inform efforts to improve the safety of riders and pedestrians, and to submit a report of the findings from the study to the Legislature.</p> <ul style="list-style-type: none"> • The bill would require the study to examine or compile, among other things, data on injuries, accidents, emergency room visits, and deaths related to bicycles and electronic bicycles and data on best practices for safety of regular bicycles versus electric bicycles. 	
<p>SB 393 Glazer D</p> <p>California Environmental Quality Act: judicial challenge: identification of contributors: housing projects.</p>	<p>2/22/2023-S. E.Q. 2/27/2023-Set for hearing March 15.</p>	<p>The California Environmental Quality Act 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.</p> <ul style="list-style-type: none"> • This bill would require a plaintiff or petitioner, in an action brought pursuant to the act, to disclose the identity of a person or entity that contributes in excess of \$1,000, as specified, toward the plaintiff's or petitioner's costs of the action. • The bill also would require the plaintiff or petitioner to identify any pecuniary or business interest related to the project of any person or entity that contributes in excess of \$1,000 to the costs of the action, as specified. • The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court. 	
<p>SB 411 Portantino D</p> <p>Open meetings: teleconferences: bodies with appointed membership.</p>	<p>2/22/2023-S. GOV. & F. 2/22/2023-Referred to Coms. on GOV. & F. and JUD.</p>	<p>Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body.</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<ul style="list-style-type: none"> • This bill would authorize a legislative body to use alternate teleconferencing provisions similar to the emergency provisions indefinitely and without regard to a state of emergency. • The bill would alternatively define “legislative body” for this purpose to mean a board, commission, or advisory body of a local agency, the membership of which board, commission, or advisory body is appointed and which board, commission, or advisory body is otherwise subject to the Ralph M. Brown Act. 	
SB 415 Durazo D Air quality: rules and regulations: socioeconomic impacts assessment.	2/22/2023-S. E.Q. 2/22/2023-Referred to Com. on E.Q.	Current law requires a local air pollution control district or an air quality management district (local air district) that intends to propose the adoption, amendment, or repeal of a rule or regulation that will significantly affect air quality or emissions limitations to perform, except as specified, an assessment of the socioeconomic impacts of the proposed adoption, amendment, or repeal of the rule or regulation, as provided. Current law defines “socioeconomic impacts” to include, among other things, the type of industries or business, including small business, affected by the rule or regulation, the impact of the rule or regulation on employment and the economy of the region affected by the adoption of the rule or regulation, and the range of probable costs, including costs to industry or business, including small business, of the rule or regulation. <ul style="list-style-type: none"> • This bill would authorize a local air district to contract with a third party to conduct the required assessment of socioeconomic impacts, or portion thereof, as provided. • The bill would require a local air district to ensure that a prospective third-party contractor includes in its proposal for the assessment specified information, including, among other things, a conflicts statement and a proposed schedule and budget for the assessment. • This bill would expand the definition of “socioeconomic impacts” to include the disproportionate impact, if any, of the proposed adoption, amendment, or repeal of the rule or regulation on Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, Alaska Native, gay, lesbian, bisexual, and transgender individuals and women. 	
SB 422 Portantino D	2/13/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.	The Jobs and Economic Improvement Through Environmental Leadership Act of 2021 authorizes the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Environmental quality: greenhouse gas emissions: permit streamlining.		<ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation to adopt permit streamlining guidance for projects that will reduce greenhouse gas emissions. 	
SB 434 Min D Transit operators: street harassment survey.	2/22/2023-S. TRANS. 2/22/2023-Referred to Com. on TRANS.	<ul style="list-style-type: none"> • This bill would require a transit operator, as defined, upon allocation of certain funds by the Legislature, to collect specified survey data for the purpose of informing efforts to improve the safety of riders and reduce street harassment on public transit on or before June 30, 2024. • The bill would require a transit operator to conduct outreach activities with subpopulations of riders who are underrepresented in surveys and impacted by street harassment to gain insight into the perspectives of these riders based on their experiences. • The bill would provide that specified information collected by a transit operator in the 5 years before the effective date of this bill is deemed to be survey data collected by the transit operator for purposes of the bill. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program. • This bill contains other related provisions and other existing laws. 	
SB 458 Gonzalez D Public contracts: Local Agency Public Construction Act.	2/13/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.	The Local Agency Public Construction Act sets forth the requirements for competitive bidding on various types of contracts awarded by local agencies. <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact legislation that would amend that act. 	
SB 511 Blakespear D Greenhouse gas emissions inventories.	2/22/2023-S. E.Q. 2/22/2023-Referred to Com. on E.Q.	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. <ul style="list-style-type: none"> • This bill would require the state board, before January 1, 2028, to develop and publish, on its internet website, a report on greenhouse gas emission inventories for the calendar year 2025 for each city, county, city and county, and special district, as provided. • The bill would require the state board, consistent with the preparation of the updates to the scoping plan and before January 1, 2033, and every 5 years thereafter, to update the inventories 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>for the subsequent calendar years, as specified.</p> <ul style="list-style-type: none"> • The bill would authorize the state board to solicit bids and enter into contracts for the development of the inventories. • The bill would require the state board, before January 1, 2026, to establish a local government advisory committee to inform its development of the greenhouse gas emission inventories. • The bill would allocate, upon appropriation by the Legislature, \$2,500,000 in the 2024–25 fiscal year for above-described purposes. 	
<p>SB 523 Laird D</p> <p>State Transit Assistance Program.</p>	<p>2/14/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.</p>	<p>Current law requires the transfer of a specified portion of the sales tax on diesel fuel, in addition to various other revenues, to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance Program.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the latter provision. 	
<p>SB 532 Wiener D</p> <p>Ballot measures: local taxes.</p>	<p>2/22/2023-S. GOV. & F. 2/22/2023-Referred to Coms. on GOV. & F. and E. & C.A.</p>	<p>Current law requires that the ballots used when voting upon a measure proposed by a local governing body or submitted to the voters as an initiative or referendum measure, including a measure authorizing the issuance of bonds or the incurrence of debt, have printed on them a true and impartial statement describing the purpose of the measure. If the proposed measure imposes a tax or raises the rate of a tax, current law requires the ballot to include in the statement of the measure the amount of money to be raised annually and the rate and duration of the tax to be levied.</p> <ul style="list-style-type: none"> • This bill would exempt from this requirement a measure that imposes or increases a tax with more than one rate or authorizes the issuance of bonds. 	
<p>SB 534 Padilla D</p> <p>California Workforce Development Board.</p>	<p>2/22/2023-S. L., P.E. & R. 2/22/2023-Referred to Com. on L., P.E. & R.</p>	<p>Current law establishes the California Workforce Development Board to, among other things, assist the Governor in developing, implementing, and modifying the state plan, which serves as the comprehensive framework and coordinated plan for the aligned investment of all federal and state workforce training and employment services funding streams and programs. Current law states the Legislature finds and declares that specified principals shall guide the state’s workforce investment system.</p>	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<ul style="list-style-type: none"> • This bill would require the board to specifically target investment in critical industries, as specified. 	
SB 537 Becker D Open meetings: local agencies: teleconferences.	2/14/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.	Would state the intent of the Legislature to enact subsequent legislation that expands local government’s access to hold public meetings through teleconferencing and remote access.	
SB 547 Blakespear D Housing study: homelessness.	2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.	Current law requires the Governor to establish the Interagency Council on Homelessness, and requires the council to, among other things, identify mainstream resources, benefits, and services that can be accessed to prevent and end homelessness in California and promote systems integration to increase efficiency and effectiveness to address the needs of people experiencing homelessness. <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact legislation to study the viability of constructing housing for the homeless on state-owned property. 	
SB 555 Wahab D Social Housing Act of 2023.	2/22/2023-S. HOUSING 2/22/2023-Referred to Com. on HOUSING.	Would establish the California Social Housing Fund, upon appropriation by the Legislature, to be made available to the Department of Housing and Community Development for the purposes of this act, including promoting the achievement of the aforementioned goals. <ul style="list-style-type: none"> • This bill would require the department, no later than January 1, 2025, to develop, adopt, and submit to the Legislature a California Social Housing Plan for achieving the aforementioned goals, as specified. • The bill would make related findings and declarations. 	
SB 563 Archuleta D Air pollution control districts and air quality management districts:	2/22/2023-S. GOV. & F. 2/22/2023-Referred to Com. on GOV. & F.	Current law provides for the establishment of air pollution control districts and air quality management districts. Current law declares a district a body corporate and politic and a public agency of the state, and prescribes the general powers and duties of a district. Current law authorizes a district to receive funding from specified sources, including, but not limited to, grants, permit fees, and penalties.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

independent special districts: funding.		<ul style="list-style-type: none"> • This bill would designate a district as an independent special district for purposes of receiving state funds or funds disbursed by the state, including federal funds. 	
SB 574 Wahab D Public agencies: cost accounting standards.	2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.	The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. Existing law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities. <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to that law. 	
SB 580 Bradford D Schoolbuses: stop signal arm enforcement system.	2/22/2023-S. TRANS. 2/22/2023-Referred to Coms. on TRANS. and ED.	Current law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. Under current law, a driver is not required to stop if they are on the other roadway of a divided or multiple-lane highway, as defined. <ul style="list-style-type: none"> • This bill would require a driver to stop on a divided highway, unless there is an elevated barrier or the median is unpaved, and would instead punish a violation of the prohibition with a civil penalty. 	
SB 614 Blakespear D Transportation Development Act.	2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.	The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the legislative findings and declarations of the act. 	
SB 616 Gonzalez D Paid sick days: accrual and use.	2/22/2023-S. L., P.E. & R. 2/22/2023-Referred to Com. on L., P.E. & R.	Current law requires the paid leave to be accrued at a rate of no less than one hour for every 30 hours worked, and to be available for use beginning on the 90th day of employment. Current law authorizes an employer to use a different accrual method as long as an employee has no less than 24 hours of accrued sick leave or paid time off by the 120th calendar day of employment or each calendar year, or in each 12-month period. Current law also provides that an employer may satisfy the accrual requirements by providing not less than 24 hours or 3 days of paid sick leave	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>that is available to the employee to use by the completion of the employee’s 120th calendar day of employment.</p> <ul style="list-style-type: none"> • This bill would modify the employer’s alternate sick leave accrual method to instead require that an employee have no less than 56 hours of accrued sick leave or paid time off by the 280th calendar day of employment or each calendar year, or in each 12-month period. • The bill would modify that satisfaction provision to authorize an employer to satisfy accrual requirements by providing not less than 56 hours or 7 days of paid sick leave that is available to the employee to use by the completion of the employee’s 280th calendar day of employment. 	
<p>SB 617 Newman D</p> <p>Public contracts: regional transportation agencies: design-build procurement.</p>	<p>2/22/2023-S. TRANS. 2/22/2023-Referred to Com. on TRANS.</p>	<p>Current law authorizes a regional transportation agency to utilize the design-build method of procurement to design and construct projects on or adjacent to the state highway system, including related nonhighway portions of the project, based on either best value or lowest responsible bid. Current law also authorizes a regional transportation agency to utilize the design-build method of procurement, based on either best value or lowest responsible bid, to design and construct projects on expressways that are not on the state highway system if the projects are developed pursuant to an expenditure plan, as specified.</p> <ul style="list-style-type: none"> • This bill would provide that the above-described authorizations to use design-build procurement also include authorization to use progressive design-build procurement, as defined. 	
<p>SB 618 Rubio D</p> <p>Public works: definition.</p>	<p>2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.</p>	<p>Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Current law also includes as a “public work” work done for irrigation, utility, reclamation, and improvement districts, and other districts of this type, except as specified. Current law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would make a technical, nonsubstantive change to that definition. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>SB 638 Eggman D</p> <p>Climate Resiliency and Flood Protection Bond Act of 2024.</p>	<p>3/1/2023-S. N.R. & W. 3/1/2023-Referred to Coms. on N.R. & W. and GOV. & F.</p>	<p>Would enact the Climate Resiliency and Flood Protection Bond Act of 2024 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$4,500,000,000, pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects.</p>	
<p>SB 660 Alvarado-Gil D</p> <p>Public Employees' Retirement System.</p>	<p>2/16/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.</p>	<p>The Public Employees' Retirement Law (PERL) creates the Public Employees' Retirement System (PERS) for the purpose of providing pensions and benefits to public employees and their beneficiaries and prescribes the rights and duties of employers participating in the system. PERL authorizes public agencies to join PERS pursuant to contract and defines "employer" for purposes of contributions by employers that are contract members of the system.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to that definition. 	
<p>SB 663 Archuleta D</p> <p>Clean hydrogen.</p>	<p>2/16/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.</p>	<p>Existing law, until January 1, 2024, requires the state board to aggregate and make available certain information regarding hydrogen-fueled vehicles, to evaluate, based on that information, the need for additional publicly available hydrogen-fueling stations for the actual and projected number of hydrogen-fueled vehicles, the geographic areas where fuel will be needed, and station coverage, and to report the finding of the evaluation to the State Energy Resources Conservation and Development Commission.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation related to clean hydrogen. 	
<p>SB 670 Allen D</p> <p>Transportation: vehicle miles traveled.</p>	<p>3/1/2023-S. TRANS. 3/1/2023-Referred to Com. on TRANS.</p>	<p>Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Current law imposes various requirements related to transportation planning, including a requirement that certain transportation planning agencies prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires certain transportation planning programs and processes to, among other things, identify opportunities to reduce vehicle miles traveled or measure the impact of certain policies on vehicle miles traveled.</p> <ul style="list-style-type: none"> • This bill would require state and local transportation agencies to create a single model for vehicle miles traveled mapping to be used for transportation planning and funding. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

<p>SB 672 McGuire D</p> <p>State highways: parklets.</p>	<p>2/16/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.</p>	<p>Would state the intent of the Legislature to enact subsequent legislation relating to the use of state highway right-of-way for parklets.</p>	
<p>SB 677 Blakespear D</p> <p>Intercity rail: LOSSAN Rail Corridor.</p>	<p>2/16/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.</p>	<p>Existing law defines the “LOSSAN Rail Corridor” to mean the San Diego-Los Angeles-San Luis Obispo intercity passenger rail corridor.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation pertaining to the LOSSAN Rail Corridor. 	
<p>SB 693 Seyarto R</p> <p>Exempt surplus land: City of Murrieta.</p>	<p>3/1/2023-S. GOV. & F. 3/1/2023-Referred to Com. on GOV. & F.</p>	<p>Current law prescribes requirements for the disposal of surplus land, as defined, by a local agency, as defined. Current law requires land to be declared surplus land or exempt surplus land, as supported by written findings, before a local agency takes any action to dispose of it consistent with the agency’s policies or procedures. Current law requires any local agency disposing of surplus land to send, prior to disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property pursuant to prescribed procedures.</p> <ul style="list-style-type: none"> • This bill would exempt specified parcels located within the City of Murrieta from the Surplus Land Act. • This bill contains other related provisions. 	
<p>SB 695 Gonzalez D</p> <p>Department of Transportation: state highway system: public data portal.</p>	<p>3/1/2023-S. TRANS. 3/1/2023-Referred to Com. on TRANS.</p>	<p>Would require the Department, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year.</p> <ul style="list-style-type: none"> • The bill would also require the department to prepare and make available, no later than June 30, 2024, data and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. • The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. 	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<ul style="list-style-type: none"> • The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system. 	
SB 700 Bradford D Employment discrimination: cannabis use.	2/16/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.	Existing law, on and after January 1, 2024, makes it unlawful for an employer to discriminate against a person in hiring, termination, or any term or condition of employment, or otherwise penalize a person because of the person’s use of cannabis off the job and away from the workplace, except as specified. <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to these provisions. 	
SB 706 Caballero D Public contracts: progressive design-build: local agencies.	3/1/2023-S. GOV. & F. 3/1/2023-Referred to Com. on GOV. & F.	Current law defines “progressive design-build” as a project delivery process in which both the design and construction of a project are procured from a single entity that is selected through a qualifications-based selection at the earliest feasible stage of the project. Current law, until January 1, 2029, authorizes 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. Current law requires 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. Current law requires the design-build entity and its general partners or joint venture members to verify specified information under penalty of perjury. <ul style="list-style-type: none"> • This bill would remove the 15 project maximum and would authorize all cities, counties, city and counties, or special districts to use the progressive design-build process for other projects in addition to water-related projects. 	
SB 710 Durazo D Department of	2/16/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.	Current law provides that the Department of Transportation shall have full possession and control of the state highway system and associated real property. Current law, if the department determines that real property, or an interest in the property, acquired for highway purposes is no longer necessary for those purposes, authorizes the department to sell or exchange the property	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Transportation: sale of excess state highway property.		or property interest in the manner and upon terms, standards, and conditions established by the California Transportation Commission, as provided. • This bill would make a nonsubstantive change to these provisions.	
SB 721 Becker D Special taxes: vacant land.	3/1/2023-S. GOV. & F. 3/1/2023-Referred to Com. on GOV. & F.	The California Constitution generally conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax. Under current law, a charter city, pursuant to its constitutional authority over municipal affairs, may levy local taxes to raise revenues for local purposes, subject to restrictions imposed by that city’s charter or preemption in matters of statewide concern. Current law also authorizes the legislative body of any city to levy any tax which may be levied by any charter city, subject to the voters’ approval pursuant to the California Constitution. Current law specifies procedural requirements for the legislative body of a city, county, or district to propose to the voters an ordinance or resolution to adopt a special tax. • This bill would specify that, as used in those procedural requirements, a special tax includes a tax, levied by any city, including a charter city, county, or district on vacant sites included in the inventory on land suitable and available for residential development pursuant to the housing element of a county’s or a city’s long-term general plan, that meets the constitutional requirements.	
SB 723 Durazo D Paid sick days.	2/16/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.	The Healthy Workplaces, Healthy Families Act of 2014 generally entitles an employee who works in California for the same employer for 30 or more days within a year to paid sick days, as specified. Existing law defines terms for these purposes. • This bill would make a nonsubstantive change to these definitions.	
SB 724 Glazer D Political Reform Act of 1974: communications.	3/1/2023-S. E. & C.A. 3/1/2023-Referred to Com. on E. & C.A.	The Political Reform Act of 1974, among other things, requires the disclosure of certain payments of or promises to pay \$50,000 or more for a communication that clearly identifies a candidate for elective state office, but does not expressly advocate the election or defeat of the candidate, and that is disseminated, broadcast, or otherwise published within 45 days of an election, as specified. The Act also requires disclosure by any person who receives or is promised a payment totaling \$5,000 or more for the purpose of making such a communication, unless the person who receives the payment is in the business of providing goods or services and receives or is promised the payment for the purpose of providing those goods or services.	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<ul style="list-style-type: none"> • This bill would also require the disclosure of any payment of or promise to pay \$25,000 or more for a communication that clearly identifies an elective state officer, with the intent to influence the officer or public opinion, and that is disseminated, broadcast, or otherwise published within 150 days of an election, as specified. 	
SB 731 Ashby D Employment discrimination: unlawful practices: disability: work from home.	3/1/2023-S. JUD. 3/1/2023-Referred to Com. on JUD.	Would authorize an employee with a qualifying disability, as defined, to initiate a renewed reasonable accommodation request to perform their work remotely if certain requirements are met, including that the employee performed their essential job functions remotely for at least 6 of the 24 months preceding the renewed request. <ul style="list-style-type: none"> • The bill would require an employer to grant the renewed request if those specified requirements are met. Under the bill, the employer’s obligation to provide remote work as a reasonable accommodation would end if the employee can no longer perform all of their essential job functions remotely. • The bill would prescribe notice requirements if the employer denies a renewed request. • The bill would authorize an employer to request written notice from the employee’s medical provider to determine if the employee has a qualifying disability. 	
SB 742 Atkins D Housing: homelessness programs: report.	3/1/2023-S. HUM. S. 3/1/2023-Referred to Coms. on HUMAN S. and HOUSING.	Current establishes various programs to provide rental assistance to help eligible households, including, among others, the state rental assistance program. On or before December 30, 2024, and annually thereafter, this bill would require an agency that funds, implements, or administers a program that provides housing or housing-based services to persons experiencing homelessness or at risk of homelessness, including rental assistance programs, to provide prescribed information to specified committees of the Legislature. <ul style="list-style-type: none"> • This bill would authorize an agency to request a city, county, or city and county to provide specified information to that agency if the city, county, or city and county has received state funds from the agency to fund, implement, or administer the program, as defined. 	
SB 746 Eggman D Energy conservation contracts: alternate	3/1/2023-S. E. U., & C. 3/1/2023-Referred to Com. on E., U. & C.	Under current law, a public agency, as defined, may enter into specified energy conservation contracts, including into contracts for the sale of electricity, electrical generating capacity, or thermal energy produced by the energy conservation facility at such rates and on such terms as are approved by its governing body. Current law defines “energy conservation facility” as alternate energy equipment, cogeneration equipment, or conservation measures located in public	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

energy equipment: hydrogen.		buildings or on land owned by public agencies. Current law defines “alternate energy equipment” as equipment for the production or conversion of energy from alternate sources as its primary fuel source, such as solar, biomass, wind, geothermal, hydroelectricity under 30 megawatts, remote natural gas of less than one billion cubic feet estimated reserves per mile from an existing gas gathering line, natural gas containing 850 or fewer British thermal units per standard cubic foot, or any other source of energy, the efficient use of which will reduce the use of fossil or nuclear fuels. • This bill would add hydrogen to the list of examples of primary fuel sources under the definition of “alternate energy equipment.”	
SB 747 Caballero D Surplus land: notice of exemption determination.	3/1/2023-S. GOV. & F. 3/1/2023-Referred to Com. on GOV. & F.	Current law exempts the disposal of certain surplus land from the requirements of the Surplus Land Act, and defines “exempt surplus land,” for purposes of the act. Current law authorizes a local agency, on an annual basis, to declare multiple parcels as “surplus land” or “exempt surplus land,” for purposes of the act, as supported by written findings. Existing administrative law requires a local agency making a determination that property is exempt surplus land to provide a copy of the written determination, as specified, to the department at least 30 days before disposition. • This bill would authorize a local agency to declare administratively that land is exempt surplus land if the declaration and findings are published and available for public comment, and the local public entities and housing sponsors described above are notified at least 30 days before the declaration takes effect.	
SB 757 Archuleta D Railroads: contract crew transportation vehicles.	3/1/2023-S. E. U., & C. 3/1/2023-Referred to Coms. on E., U. & C. and TRANS.	The Passenger Charter-party Carriers’ Act provides for the regulation of charter-party carriers of passengers by the Public Utilities Commission and includes specific requirements for liability insurance coverage and background checks for persons engaged in specified transportation services over a public highway. The Federal Railroad Safety Act (FRSA) authorizes the Secretary of Transportation to adopt regulations relating to railroad safety. The act authorizes a state to regulate railroad safety until the secretary prescribes a regulation or issues an order covering the subject matter of the state requirement. • This bill would define the term “contract crew transportation vehicle” as a motor vehicle primarily used by third parties under contract with a railroad corporation to transport railroad	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>crews, as specified.</p> <ul style="list-style-type: none"> • The bill would require the Public Utilities Commission to regulate contract crew transportation vehicles and their operators. • The bill would prohibit a person convicted of specified infractions and crimes from operating a contract crew transportation vehicle for 3 years. • The bill would require the commission to compile data regarding any reported safety complaints, accidents, regulatory violations and fines, and corrective actions taken by the commission involving a contract crew transportation vehicle. 	
<p>SB 768 Caballero D</p> <p>California Environmental Quality Act: transportation impact analysis: rural areas.</p>	<p>2/17/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.</p>	<p>Would state the intent of the Legislature to enact subsequent legislation that would create a new transportation impact analysis for rural areas for purposes of CEQA.</p> <ul style="list-style-type: none"> • This bill contains other existing laws. 	
<p>SB 770 Wiener D</p> <p>State boards and commissions.</p>	<p>2/17/2023-S. RLS. 3/1/2023-Referred to Com. on RLS.</p>	<p>Current law states that it is the policy of the State of California that the composition of state boards and commissions shall be broadly reflective of the general public including ethnic minorities and women.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to those provisions. 	
<p>SB 790 Padilla D</p> <p>Public records: contracts for goods and services.</p>	<p>3/1/2023-S. JUD. 3/1/2023-Referred to Com. on JUD.</p>	<p>The California Public Records Act, requires public records to be open to inspection at all times during the office hours of the state or local agency that retains those records, and provides that every person has a right to inspect any public record, except as provided. The California Public Records Act requires state and local agencies to make public records available upon receipt of a request for a copy that reasonably describes an identifiable record not otherwise exempt from disclosure, and upon payment of fees to cover costs. Current law recodifies and reorganizes provisions of the act, commencing on January 1, 2023.</p> <ul style="list-style-type: none"> • This bill would provide that unless exempt from disclosure by express provisions of law, it is 	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations

		<p>presumed that any executed contract for the purchase of goods or services by a state or local agency, including the price and terms of payment, is a public record subject to disclosure under the act.</p> <ul style="list-style-type: none"> • The bill would provide that any provision in a written agreement that purports to exclude a contract specified above from disclosure by agreeing to consider it a confidential or proprietary record of the vendor is void and unenforceable as a matter of law. By placing additional duties and responsibilities upon local agencies in connection with requests for inspection of records, this bill would impose a state-mandated local program. 	
<p>SB 795 Stern D</p> <p>Energy: building energy efficiency: heating, ventilation, and air conditioning equipment: sale registry and compliance tracking system: compliance document data repository.</p>	<p>3/1/2023-S. E. U., & C. 3/1/2023-Referred to Com. on E., U. & C.</p>	<p>Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Current law requires the commission to prescribe, by regulation, standards for minimum levels of operating efficiency to promote the use of energy-efficient and water-efficient appliances whose use requires a significant amount of energy or water on a statewide basis. Current law requires the commission to approve a plan that will promote compliance with specified regulations in the installation of central air conditioning and heat pumps and authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air conditioning and heat pumps, and associated sales and installations, consistent with that plan.</p> <ul style="list-style-type: none"> • This bill would require the commission to develop and implement an electronic statewide heating, ventilation, and air conditioning (HVAC) equipment sales registry and compliance tracking system. • The bill would also require the commission to develop and implement an electronic statewide compliance document data repository. 	
<p>SB 823 Smallwood-Cuevas D</p> <p>Electrical corporations: Discounted Electric</p>	<p>3/1/2023-S. E. U., & C. 3/1/2023-Referred to Com. on E., U. & C.</p>	<p>Would require the Public Utilities Commission, in consultation with the Energy Commission, State Air Resources Board, and California Integrated Travel Project, to require each electrical corporation, on or before July 1, 2024, to establish a Discounted Electric Vehicle Charging Payment Card Program that would enable an eligible resident, as defined, to use a publicly available electric vehicle charging station of a participating operator, as defined, located anywhere in the state through a payment card developed by the electrical corporation in order to</p>	

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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Vehicle Charging Payment Card Program.		pay a rate equivalent to the rate that would be paid by the eligible resident if they were using an at-home electric vehicle charging station at their residence, as specified.	
SB 825 Limón D Local government: public broadband services.	3/1/2023-S. GOV. & F. 3/1/2023-Referred to Com. on GOV. & F.	Would add metropolitan planning organizations and regional transportation planning authorities to that list of local government agencies included in the definition of “local agency.”	
SB 827 Glazer D San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.	3/1/2023-S. TRANS. 3/1/2023-Referred to Coms. on TRANS. and JUD.	Would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program. <ul style="list-style-type: none"> • The bill would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the district. • The bill would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances. • The bill would also make it a crime to engage in specified activities with regard to an audit, evaluation, investigation, or review conducted pursuant to these provisions, as specified. Because the bill would create a new crime, the bill would impose a state-mandated local program. 	
SB 867 Allen D Drought and Water Resilience, Wildfire and Forest Resilience,	3/1/2023-S. N.R. & W. 3/1/2023-Referred to Coms. on N.R. & W. and GOV. & F.	Would enact the Drought and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, and Park Creation and Outdoor Access Bond Act of 2023, which, if approved by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance projects for drought and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity	

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, and Park Creation and Outdoor Access Bond Act of 2023.		and nature-based climate solutions, climate smart agriculture, and park creation and outdoor access programs.	
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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
H. R. 2617	<p>OMNIBUS SPENDING BILL FEDERAL FISCAL YEAR 2023</p> <p>H.R. 2617 – which was signed into law by President Biden late last year - is a \$1.7 trillion omnibus spending package that funds the Federal Government for the balance of Federal Fiscal Year 2023 (September 30, 2023). The massive spending bill includes robust funding for the U.S. Department of Transportation and provides funding for transportation earmarks which were reintroduced by Congress several years ago. Importantly for our agency, the bill includes full funding for several federal transportation programs - consistent with the Bipartisan Infrastructure Law signed by President Biden in November of 2021. The bill includes over \$4 billion for the Capital Investment Grant Program (including advanced appropriations), which will allow the Federal Transit Administration to fund our projects with Full Funding Grant Agreements. With respect to earmarks, the bill includes \$10 million for the West Santa Ana Branch Transit Corridor Project, \$5 million for the Pasadena to North Hollywood BRT Project, \$4 million for the Rail to River Project, \$2.5 million for the SEED School/Transit Plaza, and \$2 million for the Vermont Transit Corridor Project.</p>	<p>12/29/2022 – Signed into law by President Biden 12/23/2022 – Adopted by the House 12/22/2022 – Adopted by the Senate</p>

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State and Federal Legislative Matrix
March 2023
Metro Government Relations**

BILL/AUTHOR	DESCRIPTION	STATUS
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
S. 1931 Sen. Tom Carper (D- DE)	<p>THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021 Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.</p>	5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW) 08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure

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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

		<p>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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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

BILL/AUTHOR	DESCRIPTION	STATUS
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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**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
March 2023
Metro Government Relations**

BILL/AUTHOR	DESCRIPTION	STATUS
<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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