

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

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 16 Dixon R Motor Vehicle Fuel Tax Law: adjustment suspension.	3/30/2023-A. TRANS. 3/30/2023-Referred to Com. on TRANS.	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. <ul style="list-style-type: none"> • 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 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 53 Fong, Vince R Motor Vehicle Fuel Tax Law: suspension of tax.	3/30/2023-A. TRANS. 3/30/2023-Referred to Com. on TRANS.	Would suspend the imposition of the tax on motor vehicle fuels for one year. <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, and would make the violation of this requirement an unfair business practice, in violation of unfair competition laws, 	

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		as provided. • 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 96 Kalra D Public employment: local public transit agencies: autonomous transit vehicle technology.	6/15/2023-S. THIRD READING 6/15/2023-Read second time and amended. Ordered to third reading.	Would require a public transit employer, at least 10 months before beginning a procurement process to acquire or deploy any autonomous transit vehicle technology for public transit services that would eliminate job functions or jobs of a workforce, to provide written notice to the exclusive employee representative of the workforce affected by the autonomous transit vehicle technology of its determination to begin that procurement process. • The bill would require the public transit employer and exclusive employee representative, upon written request by the exclusive employee representative, to commence collective bargaining within a specified time period on certain subjects, including creating plans to train and prepare the affected workforce to fill new positions created by the autonomous transit vehicle technology.	
AB 101 Ting D Budget Act of 2023.	8/14/2023-S. BUDGET & F.R. 8/14/2023-Re-referred to Com. on B. & F.R.	• This bill would make appropriations for the support of state government for the 2023–24 fiscal year. • This bill contains other related provisions.	
AB 241 Reyes D Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.	5/22/2023-A. THIRD READING 6/30/2023-Measure version as amended on June 26 corrected.	Current law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund. Current law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification	

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		<p>plates by specified amounts. Current law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided.</p> <ul style="list-style-type: none"> • This bill would extend the increases in those charges to July 1, 2035. 	
<p>AB 259 Lee D</p> <p>Wealth Tax: False Claims Act.</p>	<p>3/30/2023-A. REV. & TAX 3/30/2023-Referred to Coms. on REV. & TAX. and JUD.</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, or in excess of \$500,000,000 in the case of a married taxpayer filing separately. • 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. 	

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		<ul style="list-style-type: none"> • The bill would require new certifications by taxpayers, made under penalty of perjury. 	
AB 271 Quirk-Silva D Homeless death review committees.	8/16/2023-A. ENROLLED 8/16/2023-Enrolled measure version corrected.	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. <ul style="list-style-type: none"> • The bill would establish procedures for the sharing or disclosure of specified information by a homeless death review committee. 	
AB 291 Patterson, Jim R Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce.	2/2/2023-A. REV. & TAX 3/14/2023-In committee: Set, first hearing. Hearing canceled at the request of author.	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. <ul style="list-style-type: none"> • This bill would extend that exemption until January 1, 2029. 	
AB 314 Patterson, Jim R	6/27/2023-S. THIRD READING 6/27/2023-Read second time. Ordered to third reading.	Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage,	

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Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce.		<p>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, 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.</p> <ul style="list-style-type: none"> • This bill would extend that exemption until January 1, 2029, and would similarly exempt a used trailer or semitrailer until that date. 	
<p>AB 334 Rubio, Blanca D</p> <p>Public contracts: conflicts of interest.</p>	<p>8/28/2023-A. ENROLLMENT 8/28/2023-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 75. Noes 0.).</p>	<p>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</p>	

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		<p>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. Existing law makes a willful violation of this prohibition a crime.</p> <ul style="list-style-type: none"> • 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. 	
<p>AB 356 Mathis R</p> <p>California Environmental Quality Act: aesthetic impacts.</p>	<p>7/27/2023-A. CHAPTERED 7/27/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 116, Statutes of 2023.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. 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 to January 1, 2029. • The bill would require the lead agency to file a notice with the Office of Planning and Research and the county clerk of the county in which the project is located if the lead agency determines that it is not required to evaluate the aesthetic effects of a project and determines to approve or carry out that project. By imposing additional duties on lead agencies, the bill would impose a state-mandated local program. 	

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AB 361 Ward D Vehicles: photographs of bicycle lane parking violations.	6/29/2023-S. THIRD READING 6/29/2023-Read second time. Ordered to third reading.	Current law authorizes a public transit operator, as defined, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward facing parking control devices on public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Current law requires a designated employee of a city, county, city and county, or a contracted law enforcement agency for a special transit district, who is qualified by the city and county or the district to issue parking citations, to review video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Current law makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Current law requires an operator who implements an automated enforcement system described above to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things, as specified. • This bill would, until January 1, 2030, authorize a local agency, as defined, to install automated forward facing parking control devices on city-owned or district-owned parking enforcement vehicles for the purpose of taking photographs of parking violations occurring in bicycle lanes.	
AB 400 Rubio, Blanca D Local agency design-build projects: authorization.	8/28/2023-A. ENROLLMENT 8/28/2023-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 76. Noes 0.).	Current law authorizes a local agency, as defined, with approval of its governing body, to procure design-build contracts for public works projects in excess of \$1,000,000, awarding the contract either to the lowest bid or the best value. "Local agency" is defined, in part, for this purpose to include	

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		<p>specified local and regional agencies responsible for the construction of transit projects, including any joint powers authority formed to provide transit service. 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 .</p> <ul style="list-style-type: none"> • This bill would delete from the definition of “local agency” any joint powers authority formed to provide transit services, and would instead expand that definition to include any joint powers authority responsible for the construction of transit projects, thereby authorizing additional joint powers authorities to use the above-described design-build procurement process. • The bill would extend the repeal date to January 1, 2031. 	
<p>AB 410 Jones-Sawyer D</p> <p>Shared mobility devices.</p>	<p>7/6/2023-A. CHAPTERED 7/6/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 36, Statutes of 2023.</p>	<p>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 specified, to identify the device for the purpose of reporting illegal or negligent activity. Current law requires the sign to include the company name, email address, and telephone number of the service provider.</p> <ul style="list-style-type: none"> • This bill would repeal the requirements relating to tactile signs described above until January 1, 2024. • The bill, commencing January 1, 2024, would add to those tactile sign requirements that the raised characters be at minimum 1/2 inch high and in a color that contrasts with the signage background, and would delete the requirement that the sign contain the email address of the service provider. 	

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AB 458 Jones-Sawyer D Shared mobility devices: insurance.	8/24/2023-A. INS. 8/31/2023-From committee: That the Senate amendments be concurred in. (Ayes 13. Noes 0.) (August 31).	Current law requires a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use before distribution of a shared mobility device, as defined. Current law requires that agreement or permit to require that the shared mobility service provider maintains a specified amount of commercial general liability insurance with, among other things, limits not less than \$5,000,000 aggregate for all occurrences during the policy period. Current law also requires that agreement or permit to require the shared mobility service provider to offer or make available, or confirm that the user of a shared mobility device maintains, insurance coverage for bodily injury or death suffered by a pedestrian when the injury or death involves, in whole or in part, the negligent conduct of the shared mobility device user, as specified. <ul style="list-style-type: none"> • This bill would provide that insurance coverage offered, made available, or confirmed under the above-described provisions is not a group insurance policy. 	
AB 499 Rivas, Luz D Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.	7/21/2023-A. CHAPTERED 7/21/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 87, Statutes of 2023.	Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. <ul style="list-style-type: none"> • 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 	Sponsor

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		of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2029.	
AB 540 Wicks D Social Service Transportation Improvement Act: coordinated transportation services agencies.	3/2/2023-A. TRANS. 3/27/2023-In committee: Set, first hearing. Hearing canceled at the request of author.	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. • 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.	
AB 557 Hart D Open meetings: local agencies: teleconferences.	6/29/2023-S. THIRD READING 6/29/2023-Read second time. Ordered to third reading.	The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within	

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		<p>the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined.</p> <ul style="list-style-type: none"> • This bill would revise the authority of a legislative body to hold a teleconference meeting under those abbreviated teleconferencing procedures when a declared state of emergency is in effect. Specifically, the bill would extend indefinitely that authority in the circumstances under which the legislative body either (1) meets for the purpose of determining whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees, or (2) has previously made that determination. 	
<p>AB 587 Rivas, Robert D</p> <p>Public works: payroll records.</p>	<p>8/31/2023-A. ENROLLMENT 8/31/2023-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 77. Noes 0.).</p>	<p>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 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. Existing 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>	

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		<ul style="list-style-type: none"> • This bill would require any copy of records requested by, and 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 the forms provided by the division. • The bill would specify that copies of electronic certified payroll records do not satisfy payroll records requests made by Taft-Hartley trust funds and joint labor-management committees. 	
<p>AB 610 Holden D</p> <p>Youth Transit Pass Pilot Program: free youth transit passes.</p>	<p>7/12/2023-S. APPR. 9/5/2023- Read second time. Ordered to third reading.</p>	<p>Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, distributing, and implementing free youth transit passes to persons attending certain educational institutions, providing free transit service to holders of those passes, and administering and participating in the program, as specified.</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 	<p>Support</p>

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		<p>existing fare-free program, as provided.</p> <ul style="list-style-type: none"> • The bill would authorize a transit agency with an existing fare-free program that enables a person 18 years of age or younger to use a transit agency’s bus and rail services without paying any additional fare or charge to submit an application without an educational institution partner, as provided. 	
<p>AB 819 Bryan D</p> <p>Crimes: public transportation: fare evasion.</p>	<p>7/3/2023-S. THIRD READING 7/3/2023-Read second time. Ordered to third reading.</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 use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400. 	
<p>AB 902 Rodriguez D</p> <p>Ambulances: fee and toll exemptions.</p>	<p>7/27/2023-A. CHAPTERED 7/27/2023-Approved by the Governor. Chaptered by Secretary of State - Chapter 124, Statutes of 2023.</p>	<p>Current law requires the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.</p> <ul style="list-style-type: none"> • This bill would clarify that the owner or operator of a toll facility is required to enter into an agreement for the use of a 	

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AB 1052 McCarty D Sacramento Regional Transit District: taxes.	7/13/2023-S. THIRD READING 7/13/2023-Read second time. Ordered to third reading.	Current law authorizes the Sacramento Regional Transit 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 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 1198 Grayson D GO-Biz: Energy Unit: equity.	7/11/2023-S. APPR. 8/14/2023-In committee: Set, first hearing. Hearing canceled at the request of author.	Current law establishes, within the Governor's Office of Business and Economic Development, known as "GO-Biz," the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects that are necessary for the state to reach its climate, energy, and sustainability policy goals, including by identifying barriers, making recommendations, creating a working group, coordinating between the state's climate and energy agencies,	

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		<p>and cooperating with local, regional, federal, and California public and private businesses and investors. Current law requires the Energy Unit to submit a report to the Legislature on its activities on or before February 1 of each year, as specified.</p> <ul style="list-style-type: none"> • This bill would require the Energy Unit to identify, among other things, nonratepayer-funded energy industry resources, including grants, tax credits, loans, and technical assistance, across local, state, and federal departments and agencies that are available to assist businesses and workers in the transition to a net-zero-powered economy. • The bill would require the Energy Unit to work with specified agencies to identify workforce development programs specific to the energy industry and gather data on how education and outreach is conducted to disadvantaged communities, as defined. • The bill would also require the Energy Unit, in collaboration with the Small Business Advocate, to identify the participation levels in those energy industry resources by businesses owned by women, minorities, disabled individuals, and veteran-owned businesses, as well as individuals from disadvantaged communities. 	
<p>AB 1335 Zbur D</p> <p>Local government: transportation planning and land use: sustainable communities strategy.</p>	<p>7/12/2023-S. APPR. 7/12/2023-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 2.) (July 11). Re-referred to Com. on APPR.</p>	<p>Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation</p>	

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		<p>Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified.</p> <ul style="list-style-type: none"> • This bill would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified. 	
<p>AB 1377 Friedman D</p> <p>Homeless Housing, Assistance, and Prevention Program.</p>	<p>8/31/2023-S. SECOND READING 8/31/2023-Read third time and amended. Ordered to second reading.</p>	<p>Current law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges informed by a best-practices framework focused on moving homeless individuals and families into permanent housing and supporting the efforts of those individuals and families to maintain their permanent housing. Current law provides for the allocation of funding under the program among continuums of care, cities, counties, and tribes in 4 rounds, which are to be administered by the Interagency Council on Homelessness.</p> <ul style="list-style-type: none"> • This bill would require applications or planning materials for additional state funding appropriated on or after July 1, 2024, as specified, to include data and a narrative summary of 	<p>Sponsor</p>

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		specific and quantifiable steps that the applicant has taken to improve the delivery of housing and services to people experiencing homelessness or at risk of homelessness on transit facilities owned and operated by a transit agency, as defined.	
AB 1385 Garcia D Riverside County Transportation Commission: transaction and use tax.	7/10/2023-S. THIRD READING 7/10/2023-Read second time. Ordered to third reading.	Current law authorizes the Riverside County Transportation Commission to impose a transactions and use tax for transportation purposes subject to approval of the voters, which, pursuant to the California Constitution, requires approval of 2/3 of the voters. Current law limits the commission to a 1% maximum tax rate, and requires the commission's tax or taxes to be levied at a rate divisible by 1/4%, unless a different rate is specifically authorized by statute. <ul style="list-style-type: none"> • This bill would raise the maximum tax rate the commission may impose from 1% to 1.5%. • This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Riverside. 	
AB 1567 Garcia D Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.	6/14/2023-S. N.R. & W. 6/14/2023-Referred to Coms. on N.R. & W. and GOV. & F.	Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,995,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.	
AB 1735 Low D	7/13/2023-A. CHAPTERED 7/13/2023-Approved by the Governor. Chaptered by Secretary	Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco	

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Transit districts: prohibition orders.	of State - Chapter 69, Statutes of 2023.	<p>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.</p> <ul style="list-style-type: none"> • This bill would provide that the Santa Clara Valley Transportation Authority is a transit district for purposes of these provisions regarding prohibition orders. 	
<p>ACA 2 Alanis R</p> <p>Public resources: Water and Wildfire Resiliency Act of 2023.</p>	<p>4/20/2023-A. W.,P. & W. 4/20/2023-Referred to Coms. on W., P., & W. and NAT. RES.</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 that the other 50% of the moneys in the fund be used for forest maintenance and health projects, as specified.</p>	
<p>ACA 3 Lee D</p> <p>Wealth tax: appropriation limits.</p>	<p>3/30/2023-A. REV. & TAX 3/30/2023-Referred to Com. on REV. & TAX.</p>	<p>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.</p>	

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SB 5 Nguyen R Motor Vehicle Fuel Tax Law: limitation on adjustment.	1/18/2023-S. GOV. & F. 5/3/2023-May 3 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.	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 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 32 Jones R Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	3/8/2023-S. E.Q. 4/19/2023-April 19 set for first hearing. Failed passage in committee. (Ayes 2. Noes 3.) Reconsideration granted.	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 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. <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 	

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		from regulations for the use of market-based compliance mechanisms for one year.	
SB 34 Umberg D Surplus land disposal: violations: County of Orange.	8/28/2023-A. THIRD READING 8/28/2023-Read second time. Ordered to third reading.	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, prior to 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. Current law provides for the deposit and use of penalty revenues for housing, as prescribed. <ul style="list-style-type: none"> • This bill, until January 1, 2030, would require the County of Orange, or any city located within the County of Orange, if notified by the department that its planned disposal of surplus land is in violation of existing law, to cure or correct the alleged violation within 60 days, as prescribed. • The bill would prohibit a County of Orange 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. 	

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<p>SB 35 Umberg D</p> <p>Community Assistance, Recovery, and Empowerment (CARE) Court Program.</p>	<p>8/28/2023-A. P. & C.P. 8/28/2023-Read third time and amended. Ordered to third reading. Re-referred to Coms. on P. & C.P. and APPR. pursuant to Assembly Rule 77.2.</p>	<p>The Community Assistance, Recovery, and Empowerment (CARE) Act 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 requires all evaluations and reports, documents, and filings submitted to the court under CARE proceedings be kept confidential.</p> <ul style="list-style-type: none"> • This bill would authorize CARE Act proceedings to be conducted by a superior court judge or by a court-appointed commissioner or other subordinate judicial officer. • The bill would require that there is no fee for filing a petition nor any fees charged by any public officer for services in filing or serving papers or for the performance of any duty enjoined by the CARE Act. • The bill would authorize that the respondent is entitled to have an interpreter in all proceedings if necessary for the respondent's full participation. • This bill would require county behavioral health agencies to provide health information necessary to support findings in the filings to the court, as specified, and would exempt counties and their employees from civil or criminal liability for disclosure under these provisions. By increasing the reporting duties on county behavioral health agencies, this bill would create a state-mandated local program. 	

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SB 55 Umberg D Vehicles: catalytic converters.	8/24/2023-S. CONCURRENCE 8/24/2023-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.	Current law requires a core recycler that accepts, ships, or sells used catalytic converters to maintain specified information regarding the purchase and sale of the catalytic converters. Current law prohibits a core recycler from providing payment for a catalytic converter unless, among other requirements, the payment is made by check, as specified. • This bill , in addition to payment by check, would allow for payment by credit card or any other form of traceable payment other than cash.	
SB 56 Skinner D Load-serving entities: integrated resource plans.	12/7/2022-S. RLS. 1/18/2023-Referred to Com. on RLS.	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 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 91 Umberg D	8/14/2023-A. THIRD READING 8/14/2023-From consent calendar	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	

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California Environmental Quality Act: exemption: supportive and transitional housing: motel conversion.	on motion of Assembly Member Bryan. Ordered to third reading.	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.	
SB 146 Gonzalez D Public resources: infrastructure: contracting.	7/10/2023-S. CHAPTERED 7/10/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 58, Statutes of 2023.	Existing law authorizes the Secretary of Transportation to assume the responsibilities of the United States Secretary of Transportation under the federal National Environmental Policy Act of 1969 (NEPA) and other federal environmental laws for any railroad, public transportation, or multimodal project undertaken by state agencies, as specified. Existing law provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of these responsibilities. Existing law repeals these provisions on January 1, 2025. • This bill would extend the above authorization to December 31, 2033. • The bill would additionally authorize the Secretary of Transportation, consistent with, and subject to the requirements of, any memorandum of understanding between the state and federal government and upon the request of a local or regional agency with the authority to implement transportation projects, to assume responsibilities under the NEPA and other federal environmental laws for any railroad, local public transportation, or multimodal project implemented by the requesting local or regional agency. • The bill would impose terms and conditions similar to those with respect to the above-described authority to assume those responsibilities for projects undertaken by state agencies, including providing consent for the jurisdiction of the federal courts, as provided. • The bill would require the secretary to report to the transportation policy committees of the Legislature regarding	

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		the assumption of responsibilities under the NEPA requested by a local or regional agency by December 31, 2033.	
SB 149 Caballero D California Environmental Quality Act: administrative and judicial procedures: record of proceedings: judicial streamlining.	7/10/2023-S. CHAPTERED 7/10/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 60, Statutes of 2023.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA provides that, in certain specified actions or proceedings, the plaintiff or petitioner may elect to prepare the record of proceedings, subject to certification of its accuracy by the public agency. CEQA requires that a copy of the certified record of proceedings be lodged with the court. <ul style="list-style-type: none"> • This bill would authorize the public agency to deny the request of the plaintiff or petitioner to prepare the record of proceedings, as provided, in which case the bill would require the public agency or the real party in interest to bear the costs of preparation and certification of the record of proceedings and would prohibit the recovery of those costs from the plaintiff or petitioner. • The bill would require the court to schedule a case management conference within 30 days of the filing of an action to review the scope, timing, and cost of the record of proceedings. 	

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<p>SB 225 Caballero D</p> <p>Community Anti-Displacement and Preservation Program: statewide contract.</p>	<p>6/26/2023-A. APPR. 6/26/2023-Re-referred to Com. on APPR. pursuant to Assembly Rule 96.</p>	<p>Current law, upon appropriation, authorizes the Department of Housing and Community Development 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, as defined, and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents. • The bill would require the department to issue a request for qualification to select a private sector entity or consortium to manage the program for a period of 5 years. • The bill would require the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department. • The bill would authorize the department to issue grants or loans from program funds to local public entities upon request for purposes of allowing the local public entity to use the moneys to issue loans to eligible borrowers within its jurisdiction in accordance with the bill's provisions and department regulations. 	
<p>SB 229 Umberg D</p> <p>Surplus land: disposal of property: violations: public meeting.</p>	<p>8/28/2023-A. THIRD READING 8/28/2023-Read second time. Ordered to third reading.</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</p>	

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		<p>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 is disposing of surplus land by sale and has received a notification of violation from the department to hold an open and public meeting 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 meeting. • The bill would prohibit the local agency's governing body from taking final action to ratify or approve the proposed sale of surplus land until a public meeting is held as required. 	
<p>SB 251 Newman D</p> <p>Political Reform Act of 1974: elected officers: conflicts of interest.</p>	<p>2/9/2023-S. E. & C.A. 4/19/2023-April 18 set for first hearing. Failed passage in committee. (Ayes 2. Noes 0.) Reconsideration granted.</p>	<p>The Political Reform Act of 1974 provides for the comprehensive regulation of conflicts of interest of public officials. The act makes a knowing or willful violation of its provisions a misdemeanor.</p> <ul style="list-style-type: none"> • This bill would prohibit an elected officer from employment by any other elected officer with the same constituency, except if the elected officer first began their employment by the other elected officer with the same constituency on or before 	

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		December 31, 2023. • The bill would not apply to statewide elected officers.	
SB 411 Portantino D Open meetings: teleconferences: neighborhood councils.	8/24/2023-S. CONCURRENCE 8/24/2023-Read third time. Urgency clause adopted. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.	Would, until January 1, 2026, authorize an eligible legislative body to use alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if the city council has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions. • The bill would define “eligible legislative body” for this purpose to mean a neighborhood council that is an advisory body with the purpose to promote more citizen participation in government and make government more responsive to local needs that is established pursuant to the charter of a city with a population of more than 3,000,000 people that is subject to the act. • The bill would require an eligible legislative body authorized under the bill to provide publicly accessible physical locations for public participation, as prescribed. • The bill would also require that at least a quorum of the members of the neighborhood council participate from locations within the boundaries of the city in which the neighborhood council is established. • The bill would require that, at least once per year, at least a quorum of the members of the eligible legislative body participate in person from a singular physical location that is open to the public and within the boundaries of the eligible legislative body.	
SB 434 Min D	7/5/2023-A. APPR. 9/5/2023- Read second time. Ordered to third reading.	Would require a transit operator, as defined, upon appropriation of funds by the Legislature, to collect and publish specified survey data for the purpose of informing	Support

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Transit operators: street harassment survey.		<p>efforts to improve the safety of riders and reduce street harassment on public transit on or before December 31, 2024.</p> <ul style="list-style-type: none"> • 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 authorize a transit operator to collect survey data in multiple languages to reach limited-English-proficient riders impacted by street harassment, as provided. • The bill would require a transit operator to publish and make publicly available on its internet website the survey data collected pursuant to these provisions and promptly notify the Governor and the Legislature of publication of the survey data. • 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, and that specified outreach activity conducted by a transit operator in the 5 years before the effective date of this bill is deemed to be outreach activities conducted 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. 	

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Bill ID/Topic	Location	Summary	Position
<p>SB 532 Wiener D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>7/5/2023-A. APPR. 8/23/2023-August 23 set for first hearing canceled at the request of author.</p>	<p>Would, until December 31, 2028, require the Bay Area Toll Authority (BATA) to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation.</p> <ul style="list-style-type: none"> • The bill would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to the Metropolitan Transportation Commission (MTC) for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified. • The bill would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified. 	
<p>SB 537 Becker D</p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</p>	<p>8/15/2023-A. THIRD READING 8/15/2023-Read second time. Ordered to third reading.</p>	<p>The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. 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</p>	

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		<p>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. These circumstances include if a member shows “just cause,” including for a childcare or caregiving need of a relative that requires the member to participate remotely.</p> <ul style="list-style-type: none"> • This bill would expand the circumstances of “just cause” to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. 	
<p>SB 614 Blakespear D</p> <p>Transportation Development Act.</p>	<p>2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.</p>	<p>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.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the legislative findings and declarations of the act. 	
<p>SB 617 Newman D</p>	<p>8/29/2023-S. CONSENT CALENDAR 8/29/2023-Ordered to special consent calendar.</p>	<p>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,</p>	

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Public contracts: progressive design-build: local and regional agencies: transit.		to use the progressive design-build process for up to 15 public works projects in excess of \$5,000,000 for each project that treats, pumps, stores, or conveys water, wastewater, recycled water, advanced treated water, or supporting facilities. 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 requires the selected entity and its general partners or joint venture members to verify specified information under penalty of perjury. Current law requires local agencies to report to the Legislature by January 1, 2028, regarding the use of the progressive design-build process, as specified. • This bill , until January 1, 2029, would similarly authorize a transit district, municipal operator, consolidated agency, joint powers authority, regional transportation agency, or local or regional agency, as described, to use the progressive design-build process for up to 10 public works projects in excess of \$5,000,000 for each project.	
SB 638 Eggman D Climate Resiliency and Flood Protection Bond Act of 2024.	6/15/2023-A. W.,P. & W. 7/6/2023-July 11 hearing postponed by committee.	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 \$6,000,000,000 pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects.	
SB 706 Caballero D Public contracts: progressive design-build: local agencies.	8/29/2023-S. CONSENT CALENDAR 8/29/2023-Ordered to special consent calendar.	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	

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		<p>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.</p> <ul style="list-style-type: none"> • This bill would, until January 1, 2030, provide additional authority for cities, counties, cities and counties, or special districts to use the progressive design-build process for up to 10 public works in excess of \$5,000,000, not limited to water-related projects, excluding projects on state-owned or state-operated facilities. • The bill would require information to be provided under penalty of perjury and would require similar reports due no later than December 31, 2028. 	
<p>SB 746 Eggman D</p> <p>Energy conservation contracts: alternate energy equipment: green hydrogen: Tri-Valley-San Joaquin Valley Regional Rail Authority.</p>	<p>8/31/2023-S. CONCURRENCE 8/31/2023-Read third time. Passed. Ordered to the Senate. In Senate. Concurrence in Assembly amendments pending.</p>	<p>Current law authorizes a public agency to enter into an energy service contract and related facility ground lease if the governing body finds, among other things, that the anticipated cost to the public agency for thermal or electrical energy or conservation services provided by the energy conservation facility under the contract will be less than the anticipated marginal cost to the agency of thermal, electrical, or other energy that would have been consumed by the public agency in the absence of those purchases. Current law additionally authorizes a public agency to enter into a facility financing contract and a facility ground lease upon meeting certain requirements and finding that funds for the repayment of the financing or other specified contract costs are projected to be available from revenues resulting from sales of electricity or thermal energy from the facility or other sources. Current law authorizes a public agency to enter into contracts for the sale of electricity, electrical generating capacity, or thermal energy produced by the energy conservation facility at such rates and terms as are approved by its governing body.</p>	

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		<ul style="list-style-type: none"> • This bill would authorize the Tri-Valley-San Joaquin Valley Regional Rail Authority, in addition to its authority to enter into contracts described above, to enter into energy service contracts, facility financing contracts, and contracts for the sale of specified energy resources relating to green electrolytic hydrogen, as defined, for use by the authority for purposes of financing the construction and operation of passenger rail service through the Altamont Pass Corridor. • This bill would make legislative findings and declarations as to the necessity of a special statute for the Tri-Valley-San Joaquin Valley Regional Rail Authority. 	
SB 790 Padilla D Public records: contracts for goods and services.	7/13/2023-S. CHAPTERED 7/13/2023-Approved by the Governor. Chaptered by Secretary of State. Chapter 77, Statutes of 2023.	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 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. • This bill would provide 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.	
SB 825 Limón D Local government: public broadband services.	8/30/2023-S. ENROLLED 8/30/2023-Enrolled and presented to the Governor at 2 p.m.	Would add metropolitan planning organizations and regional transportation planning authorities to that list of local government agencies included in the definition of "local agency."	

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<p>SB 867 Allen D</p> <p>Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024.</p>	<p>6/20/2023-A. NAT. RES. 7/6/2023-July 10 hearing postponed by committee.</p>	<p>Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs.</p>	<p>Support</p>

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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 3746	<p>FISCAL RESPONSIBILITY ACT OF 2023</p> <p>Suspends debt limit until January 2025, funds discretionary programs at the same levels as FY 23, and rescinds some unspent COVID relief funds.</p>	As of 5/31/23, is being considered for a vote in the House, and then the Senate.
<p>H.R. 2848 Rep. Ayanna Pressley (D - MA)</p>	<p>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>4/25/23 – Re-introduced in the House</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. 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</p>	<p>12/29/2022 – Signed into law by President Biden</p> <p>12/23/2022 – Adopted by the House</p> <p>12/22/2022 – Adopted by the Senate</p>

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	<p>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>HR 4346</p>	<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>	<p>08/09/2022 - Became Public Law No: 117-167</p>

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HR 5376 Rep. John Yarmuth (D- KY)	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.	11/19/21 – Passed the House Awaits action in the Senate
S. 1931 Sen. Tom Carper (D- DE)	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.	5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW) 08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure Investment and Jobs Act (H.R. 3684, as amended), and passed out of the U.S. Senate. 11/15/21 – Bill signed into law as part of the Infrastructure Investment and Jobs Act

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<p>H.R. 5228 / S. 2726</p> <p>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)</p>	<p 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>
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<p>H. R. 3684</p> <p>Rep. Peter DeFazio (D-OR)</p>	<p align="center">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>
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		6/25/20 - Board adopts a Support position
H.R. 4550 Rep. David Price (D – NC)	TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022 This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.	03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022

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