

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
October 2021  
Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 5</a> <a href="#">Fong R</a> Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K-12 education: transfer.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/11/2021)(May be acted upon Jan 2022)	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. The act authorizes the state board to include in its regulation of those emissions 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. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023-24 and 2024-25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to augment funding for K-12 education and to support full-time in-person instruction for all students.	
<a href="#">AB 11</a> <a href="#">Ward D</a> Climate change: regional climate change authorities.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/11/2021)(May be acted upon Jan 2022)	Existing law requires the Strategic Growth Council, until October 1, 2029, to establish and administer a regional climate collaborative program to assist underresourced communities, as defined, in a region to access statewide public and other grant moneys, as specified, for climate change mitigation and adaptation projects. This bill would require the council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions and coordinate with other regional climate adaptation authorities, state agencies, and other relevant stakeholders. The bill would authorize the regional climate change authorities to engage in certain activities to address climate change. The bill would require the regional climate change authorities to annually submit to the council a report on their activities.	
<a href="#">AB 15</a> <a href="#">Chiu D</a> COVID-19 relief: tenancy:	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was H. &	(1)Existing law, the COVID-19 Tenant Relief Act of 2020, establishes certain procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. The act, among other things, prohibits a tenant that delivers a declaration, under penalty of perjury, of COVID-19-related financial distress from being deemed in default with regard to the COVID-19 rental debt, as specified. Existing law defines COVID-	

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Tenant Stabilization Act of 2021.	C.D. on 1/11/2021)(May be acted upon Jan 2022)	19 rental debt as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and January 31, 2021. Existing law repeals the act on February 1, 2025.This bill would extend the definition of “COVID-19 rental debt” as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. The bill would also extend the repeal date of the act to January 1, 2026. The bill would make other conforming changes to align with these extended dates. By extending the repeal date of the act, the bill would expand the crime of perjury and create a state-mandated local program.This bill contains other related provisions and other existing laws.	
<a href="#">AB 16</a> <a href="#">Chiu D</a>  Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 1/11/2021)(May be acted upon Jan 2022)	Existing law, the COVID-19 Tenant Relief Act of 2020, establishes certain procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. The act prohibits a tenant that delivers a declaration of COVID-19-related financial distress from being deemed in default with regard to the COVID-19 rental debt, as specified. Existing law defines COVID-19 rental debt as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and January 31, 2021. Existing law repeals the act on February 1, 2025.This bill would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program. The bill would require the program be implemented only to the extent that funding is made available through the Budget Act. The bill would specify that it is the intent of the Legislature to prioritize the use of available federal funds before using General Fund moneys for the program.	

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<a href="#">AB 29</a> <a href="#">Cooper D</a>  State bodies: meetings.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2021)(May be acted upon Jan 2022)	Existing law, the Bagley-Keene Open Meeting Act, requires that all meetings of a state body, as defined, be open and public, and that all persons be permitted to attend any meeting of a state body, except as otherwise provided in that act. Existing law requires the state body to provide notice of its meeting, including specified information and a specific agenda of the meeting, as provided, to any person who requests that notice in writing and to make that notice available on the internet at least 10 days in advance of the meeting. This bill would require that notice to include all writings or materials provided for the noticed meeting to a member of the state body by the staff of a state agency, board, or commission, or another member of the state body that are in connection with a matter subject to discussion or consideration at the meeting. The bill would require those writings or materials to be made available on the state body's internet website, and to any person who requests the writings or materials in writing, on the same day as the dissemination of the writings and materials to members of the state body or at least 72 hours in advance of the meeting, whichever is earlier. The bill would prohibit a state body from discussing those writings or materials, or from taking action on an item to which those writings or materials pertain, at a meeting of the state body unless the state body has complied with these provisions.	
<a href="#">AB 33</a> <a href="#">Ting D</a>  Energy Conservation Assistance Act of 1979: energy storage systems and electric vehicle	9/23/2021- A. CHAPTERED 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 226, Statutes of 2021.	The Warren-Alquist State Energy Resources Conservation and Development Act establishes the State Energy Resources Conservation and Development Commission (Energy Commission). Existing law requires the Energy Commission, working with the State Air Resources Board and the Public Utilities Commission, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The Energy Conservation Assistance Act of 1979 authorizes a school, hospital, public care institution, or unit of local government to submit an application to the Energy Commission for an	

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charging infrastructure: Native American tribes.		allocation for the purpose of financing all or a portion of the costs incurred in implementing a project, which includes an energy audit, energy conservation and operating procedure, or energy conservation measure in an existing or planned building or facility, an energy conservation project, or a technical assistance program. Existing law requires the Energy Commission to approve only those applications for projects that will recover costs through savings in the cost of energy to the eligible institution during the repayment period of the allocation. Existing law creates the State Energy Conservation Assistance Account, which is continuously appropriated to the Energy Commission for purposes of the act. Under existing law, the Energy Conservation Assistance Act of 1979 is repealed on January 1, 2028, as specified. This bill would require the Energy Commission, in administering the account, to provide grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems, and expand the availability of electric vehicle charging infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and electric vehicle charging infrastructure measures and programs in existing and planned buildings or facilities. The bill would authorize an eligible institution to propose to bundle multiple projects where the determination of whether the costs of the projects will be recovered through savings during the repayment period of the allocation would be determined by the savings of those multiple projects bundled together. The bill would make changes to terminology used in the Energy Conservation Assistance Act of 1979. By expanding the purposes for which moneys in the account can be expended, this bill would make an appropriation. This bill contains other related provisions.	
<a href="#">AB 43 Friedman D</a> Traffic safety.	10/8/21 CHAPTERED -Approved by the Governor. Chaptered by Secretary of State.	(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified	Support

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		factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety. This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">AB 51</a> <a href="#">Quirk</a> D Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/11/2021)(May be acted upon Jan 2022)	Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.	
<a href="#">AB 52</a> <a href="#">Frazier</a> D California Global Warming Solutions Act of 2006: scoping	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 1/11/2021)(May be acted upon Jan 2022)	The California Global Warming Solutions Act of 2006 (act) designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. 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 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, in each scoping plan update	

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plan updates: wildfires.		prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires. The bill would also express the intent of the Legislature to appropriate an amount from the Greenhouse Gas Reduction Fund for wildfire mitigation and prevention. This bill contains other existing laws.	
<a href="#">AB 55</a> <a href="#">Boerner</a> <a href="#">Horvath</a> D  Employment: telecommuting.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/7/2020)(May be acted upon Jan 2021)	Existing law promotes and develops the welfare of workers in California to improve working conditions and advance opportunities for profitable employment. Existing law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry. This bill would declare the intent of the Legislature to enact future legislation to ensure certain rights and benefits for telecommuting employees.	
<a href="#">AB 59</a> <a href="#">Gabriel</a> D  Mitigation Fee Act: fees: notice and timelines.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 1/11/2021)(May be acted upon Jan 2022)	The Mitigation Fee Act authorizes a local agency to establish, increase, or impose a variety of fees, dedications, reservations, or other exactions for services, and in connection with the approval of a development project, as defined. Existing law prohibits a local agency from imposing fees for specified purposes, including fees for water or sewer connections, capacity charges, zoning variances or changes, use permits, and building inspections or permits, among others, that exceed the estimated reasonable cost of providing the service for which the fee is charged, unless voter approval is obtained. Existing law requires fees or service charges that create revenues in excess of actual cost to be used to reduce the fee or service charge. Existing law requires a local agency, before levying or increasing a fee or service charge, to hold at least one open and public meeting and requires that notice of the time and place of the meeting be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Existing law additionally requires the local agency to make available to the public, at least 10 days prior to the meeting, the data	

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		<p>indicating the amount of cost, or estimated cost, required to provide the service for which the fee or service charge is levied and the revenue sources anticipated to provide the service, as specified. Existing law also authorizes the local agency to provide notice via electronic notification to those who specifically request it, and authorizes the legislative body of a local agency to establish a reasonable annual charge for sending notices based on the estimated cost of providing the service. This bill would increase, for fees and service charges and for fees for specified public facilities, the time for mailing the notice of the time and place of the meeting to at least 45 days before the meeting. The bill would require the local agency to make that information available to the public at least 30 days before the meeting. The bill would require a local agency to additionally make available to the public all of the data demonstrating the requisite relationship between the amount of a fee for public facilities and the need for the public facilities. The bill would require the data to also be made available to the public on the local agency’s internet website. The bill would authorize interested parties to file an electronic request to receive the notice of the meeting time and place, and would require the local agency to mail or electronically send the notice as requested by the party. The bill would prohibit the legislative body of a local agency from establishing a reasonable annual charge for sending electronic notices. The bill would prohibit a local agency, when defending a protest or action filed for a fee or service charge, or for fees for specified public facilities, from using as evidence, or relying on in any way, data not made available to the public pursuant to these provisions. The bill would require revenues in excess of actual cost to be used to reimburse the payor of the fee or service charge. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 64</a> <a href="#">Quirk D</a> Electricity:</p>	<p>4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. &amp; E.</p>	<p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. Existing law establishes as policy of the state that eligible renewable energy resources and zero-carbon</p>	

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long-term backup electricity supply strategy.	on 1/11/2021)(May be acted upon Jan 2022)	resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. This bill would require the PUC, Energy Commission, and state board, in consultation with all balancing authorities, to additionally develop a strategy, by January 1, 2024, that achieves (1) a target of 5 gigawatthours of operational long-term backup electricity, as specified, by December 31, 2030, and (2) a target of at least an additional 5 gigawatthours of operational long-term backup electricity in each subsequent year through 2045. The bill would require the commission, by January 1, 2024, to submit the strategy developed in a report to the Legislature, and by January 1 of each 4th year thereafter, through January 1, 2044, would require the commission to submit a report to the Legislature detailing the progress made toward achieving the targets of the long-term backup electricity supply strategy. This bill contains other existing laws.	
<a href="#">AB 71 Rivas, Luz D</a> Homelessness funding: Bring California Home Act.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)	(1)The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Existing federal law, for purposes of determining a taxpayer's gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer's global intangible low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions. The bill would exempt any regulation, standard, criterion, procedure, determination, rule, notice, or guideline established or issued by the Franchise Tax Board to implement its provisions from the rulemaking provisions of the Administrative Procedure Act. This bill contains other related provisions and other existing laws.	

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<a href="#">AB 96</a> <a href="#">O'Donnell D</a>  California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/11/2021)(May be acted upon Jan 2022)	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. The act authorizes the state board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20% of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology. The bill would define "near-zero-emission heavy-duty truck" and revise the definition for "zero-emission," as provided. This bill contains other existing laws.	
<a href="#">AB 117</a> <a href="#">Boerner</a> <a href="#">Horvath D</a>  Air Quality Improvement Program: electric bicycles.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. The bill would require the state board, no later than July 1, 2022, to establish an Electric Bicycle Incentives Project to provide incentives, in the form of vouchers, to income-qualified individuals for the purchase of electric bicycles, as provided.	

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<a href="#">AB 122</a> <a href="#">Boerner</a> <a href="#">Horvath</a> D  Vehicles: required stops: bicycles.	9/8/2021-A. ENROLLED 9/8/2021-Enrolled and presented to the Governor at 4:30 p.m.	Existing law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. A violation of this requirement is an infraction. This bill would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver's negligent or wrongful act or omission in the operation of a motor vehicle. This bill contains other related provisions and other existing laws.	
<a href="#">AB 123</a> <a href="#">Gonzalez,</a> <a href="#">Lorena</a> D  Paid family leave: weekly benefit amount.	9/28/2021-A. VETOED 9/28/2021-Vetoed by Governor.	Existing unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. This bill would revise the formulas described above for periods of disability commencing after January 1, 2023, but before January 1, 2025, by redefining the weekly benefit amount to be equal to 65% or 75% of the wages paid to an individual for employment by employers during the quarter of the individual's disability base period in which these wages were highest, divided by 13, but not exceeding the maximum workers' compensation temporary disability indemnity weekly benefit amount established by the Department of Industrial Relations, depending on the amount of wages paid to the individual for employment by employers during the quarter of the individual's disability base period in which these wages were highest. The bill would, for periods of disability	

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		commencing after January 1, 2025, increase the wage replacement percentages to be equal to 70% or 90% depending on the amount of wages paid to the individual for employment by employers during the quarter of the individual’s disability base period in which these wages were highest. The bill, however, would only make these revisions to the formula applicable to only the first 12 weeks of benefits for disability benefits that are not the paid family leave program. This bill contains other existing laws.	
<a href="#">AB 128</a> <a href="#">Ting D</a>  Budget Act of 2021.	6/28/2021- A. CHAPTERED  6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 21, Statutes of 2021.	This bill would make appropriations for the support of state government for the 2021–22 fiscal year. This bill contains other related provisions.	
<a href="#">AB 129</a> <a href="#">Ting D</a>  Budget Act of 2021.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was BUDGET & F.R. on 8/16/2021)(May be acted upon Jan 2022)	The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year. This bill would amend the Budget Act of 2021 by amending and adding items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	
<a href="#">AB 149</a> Committee on Budget  Transportation.	7/16/2021- A. CHAPTERED  7/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 81, Statutes of 2021.	(1)The Wildlife Conservation Law of 1947 establishes the Wildlife Conservation Board in the Department of Fish and Wildlife and permits the board to authorize the acquisition of real property, rights in real property, water, or water rights for wildlife conservation purposes. Existing law requires the department, when authorized by the board, to construct facilities that are suitable for the purpose for which the real property or rights in real property or water, or water rights were acquired. This bill would authorize the board to name a nonvehicular wildlife crossing, which the bill would define as a structure that allows	

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		animals to cross human-made barriers safely, if at least 25% of the funding to construct the crossing derives from a state source. The bill would require the board to consult with the Department of Transportation or other appropriate entities on the design of lettering and placement of any sign that displays the name of a nonvehicular wildlife crossing. The bill would authorize the board to adopt criteria to implement these provisions. This bill contains other related provisions and other existing laws.	
<a href="#">AB 174</a> Committee on Budget Vehicles.	9/23/2021- A. CHAPTERED 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 254, Statutes of 2021.	(1)Existing law establishes the Department of Motor Vehicles in the Transportation Agency and prescribes the department’s powers and duties. Existing law requires the department to publish the complete text of the Vehicle Code together with other laws relating to the use of highways or the operation of motor vehicles once every 2 years, to be distributed, upon request, to state and local governmental officers or agencies, federal agencies, public secondary schools in the state, and any other person, at a charge sufficient to pay the entire cost of publication and distribution. Existing law requires receipts from the sale of those publications to be deposited in the Motor Vehicle Account, to reimburse the department for the entire cost to print and distribute the code. Existing law also requires the department to publish a synopsis or summary of the synopsis or summary without charge with each original vehicle registration and each original driver’s license. Existing law requires the department to publish copies of the synopsis or summary, as specified, and to furnish copies to its field offices and to law enforcement agencies for general distribution, without charge. This bill would delete the requirements relating to the publication and distribution of the complete text of the Vehicle Code and would make various technical and conforming changes. This bill contains other related provisions and other existing laws.	
<a href="#">AB 227</a> <a href="#">Davies</a> R Political	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was	The Political Reform Act of 1974 imposes various limitations on contributions that may be made to, or accepted by, candidates for elective state office and committees organized for the support of candidates’ election campaigns. The act generally prohibits a person from making to a candidate for Governor, and a candidate for Governor from accepting, a	

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Reform Act of 1974: contribution prohibitions.	ELECTIONS on 1/28/2021)(May be acted upon Jan 2022)	contribution totaling more than \$20,000 per election, except as specified. The act further limits the amount in contributions the Governor may accept after the Governor is elected for the purpose of paying expenses associated with holding the office. A violation of the act's provisions is punishable as a misdemeanor and subject to specified penalties. This bill would prohibit a Governor's appointee, as defined, or a person residing in the appointee's household, during the term of the appointment and for one year after the term expires, from making a monetary contribution to the Governor's campaign, as defined, or to a committee organized to benefit the Governor's campaign. The bill would prohibit a Governor's appointee or a person residing in the appointee's household from requesting or demanding that another person make such a contribution. The bill would also prohibit the Governor or a committee organized to benefit the Governor's campaign from accepting such a contribution. This bill contains other related provisions and other existing laws.	
<a href="#">AB 229</a> <a href="#">Holden D</a>  Private investigators, proprietary security services, private security services, and alarm companies: training: use of force.	9/15/2021-A. ENROLLED 9/15/2021-Enrolled and presented to the Governor at 5 p.m.	(1)Existing law, the Private Investigator Act, provides for the licensure and regulation of private investigators by the Director of Consumer Affairs, and makes a violation of its provisions a crime. Existing law requires a licensee or qualified manager of a licensee who carries a deadly weapon in the course of that person's employment or business to complete a training course in the exercise of the power to arrest. This bill, on and after January 1, 2023, would eliminate that requirement. This bill contains other related provisions and other existing laws.	

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Bill ID/Topic	Location	Summary	Position
<a href="#">AB 231</a> <a href="#">Nguyen R</a>  Worker classification: employees and independent contractors: licensed manicurists.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 1/28/2021)(May be acted upon Jan 2022)	Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission. Under the ABC test, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. This bill would delete the January 1, 2022, inoperative date, thereby making licensed manicurists subject to this exemption indefinitely. This bill contains other existing laws.	
<a href="#">AB 237</a> <a href="#">Gray D</a>  Public employment: unfair practices: health protection.	9/7/2021-A. ENROLLED 9/7/2021-Enrolled and presented to the Governor at 4 p.m.	Existing law establishes the Public Employment Relations Board (PERB) in state government for the purpose of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining, including the Meyers-Milias-Brown Act. Under existing law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill would enact the Public Employee Health Protection Act, which would make it an unfair practice for a covered employer, as defined, to fail or refuse to maintain or pay for continued health care or other medical coverage for an enrolled employee or their enrolled dependents, for the duration of the enrolled employee’s participation in the authorized strike, at the level and under the conditions that coverage would have been provided if the employee had continued to work in their position for the duration of the strike. The act would also make it an unfair practice for a covered employer to fail to collect and remit the employee’s contributions, if any, to this coverage, or to maintain any policy purporting to authorize an action prohibited by this provision or otherwise threaten an employee or their dependents’ continued access	

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		to health or medical care during or as a result of the employee's participation in a strike. The act would require the restoration of health or other medical care premiums, contributions, or out-of-pocket expenses actually paid by the employee or their dependents as a result of the employer's violation of this provision, or because the employer failed to ensure continued coverage during a strike, and would require other equitable adjustments to ensure that the employee and their dependents are made whole, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">AB 238</a> <a href="#">Voepel</a> R	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/28/2021)(May be acted upon Jan 2022)	Existing law requires an applicant for the renewal of a driver's license to pay to the Department of Motor Vehicles a fee of \$30 for that renewal. Existing regulations provide for the annual increase of that fee based on the Consumer Price Index. This bill would, until January 1, 2026, waive the renewal fee for applicants who have reached the age of 65 years on the date of application and are seeking a noncommercial license.	
<a href="#">AB 242</a> <a href="#">Holden</a> D	9/23/2021-A. CHAPTERED 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 228, Statutes of 2021.	(1)Under existing law, the Public Utilities Commission has regulatory authority over public utilities. Existing law requires every entity that offers an electricity product for sale to retail consumers in California to disclose its electricity sources and the associated intensity of greenhouse gas emissions for the previous calendar year. Existing law requires that disclosure to be made by the end of the first complete billing cycle for the third quarter of each year. This bill would require that disclosure to be made instead on the retail supplier's internet website by October 1 of each year, and in written promotional materials by the end of the first complete billing cycle for the fourth quarter of the year. This bill contains other related provisions and other existing laws.	
<a href="#">AB 244</a> <a href="#">Rubio,</a> <a href="#">Blanca</a> D	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. &	Existing law establishes various programs and funding sources to enable the development of affordable housing, including the low-income housing credit, the Building Homes and Jobs Act, the Veterans and Affordable Housing Bond Act of 2018, the Affordable Housing and Sustainable Communities Program, and the Multifamily Housing Program. Existing	

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Affordable housing cost study: housing plan addendum.	C.D. on 1/28/2021)(May be acted upon Jan 2022)	law charges various agencies with the administration of these programs, including the California Tax Credit Allocation Committee, the Department of Housing and Community Development, and the California Housing Finance Agency.This bill would require the California Tax Credit Allocation Committee, the Department of Housing and Community Development, the California Housing Finance Agency, and the California Debt Limit Allocation Committee to conduct an affordable housing cost study that measures the factors that influence the cost of building affordable housing, breaks down total development costs for affordable housing, and enables the state to maximize resources allocated for affordable housing. The bill would require the study to consider data from projects that have received funding from the various programs and funding sources described above. The bill would require the development of the cost study only as existing resources permit without restructuring funding priorities, or as private resources are made available. The bill would require the California Tax Credit Allocation Committee to publish the study by January 1, 2028.This bill contains other related provisions and other existing laws.	
<a href="#">AB 247</a> <a href="#">Ramos D</a>  COVID-19 emergency: small businesses: nonprofit organizations: immunity from civil liability.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/18/2021)(May be acted upon Jan 2021)	Existing law, the California Emergency Services Act, permits the Governor to proclaim a state of emergency during conditions of disaster or of extreme peril to the safety of persons and property, including epidemics. Existing law provides that the proclamation takes effect immediately, affords specified powers to the Governor, and terminates upon further proclamation by the Governor or by concurrent resolution of the Legislature. The Governor proclaimed a state of emergency March 4, 2020, related to the COVID-19 pandemic.Existing law generally provides that everyone is responsible, not only for the result of their willful acts, but also for an injury occasioned to another by that person’s want of ordinary care or skill in the management of their property or person, except as specified. This bill would exempt a small business or nonprofit organization with 100 or fewer employees from liability for an injury or illness to a consumer, as defined, due to coronavirus (COVID-19) based on a claim that the consumer contracted COVID-19 while	

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		at that small business or nonprofit organization, or due to the actions of that small business or nonprofit organization. The bill would require the small business or nonprofit organization, for this exemption to apply, to have implemented and substantially complied with all applicable state and local health laws, regulations, and protocols. Under the bill, this exemption would not apply if the injury or illness resulted from a grossly negligent act or omission, willful or wanton misconduct, or unlawful discrimination by the business or nonprofit organization or an employee of the business or nonprofit organization. The bill would apply these provisions only until the termination of the state of emergency related to the COVID-19 pandemic, regardless of when the claim is filed. The bill would repeal these provisions on January 1, 2023. The bill would include related legislative findings.	
<a href="#">AB 248</a> <a href="#">Choi R</a>  Income taxes: credits: cleaning and sanitizing supplies: COVID-19.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was REV. & TAX on 1/28/2021)(May be acted upon Jan 2022)	The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. Existing law requires any bill authorizing a new tax expenditure to contain, among other things, specific goals, purposes, and objectives the tax expenditure will achieve, detailed performance indicators, and data collection requirements. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2022, to a taxpayer that is a business with a physical location in the state in an amount equal to the costs paid or incurred by the qualified taxpayer during the taxable year for the purchase of cleaning and sanitizing supplies used at business locations in the state to prevent the transmission of the novel coronavirus (COVID-19). The bill would also include additional information required for any bill authorizing a new tax expenditure. This bill contains other related provisions.	
<a href="#">AB 252</a> <a href="#">Rivas,</a> <a href="#">Robert D</a>  Department of	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on	(1)Existing law, the Sustainable Groundwater Management Act (SGMA), requires numerous groundwater basins throughout the state designated by the Department of Water Resources as medium- or high-priority basins to each be managed under a separate groundwater sustainability plan or coordinated groundwater sustainability plans by specified dates. SGMA requires, with some exceptions, that local agencies designated as	

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Conservation: Multibenefit Land Repurposing Program.	9/7/2021)(May be acted upon Jan 2022)	groundwater sustainability agencies prepare, administer, and enforce the groundwater sustainability plans with the goal of sustainably managing these groundwater basins to avoid undesirable results such as overdrafting groundwater, subsidence, and seawater intrusion, among others. To achieve the sustainability goal, SGMA authorizes a groundwater sustainability agency to, among other measures, control groundwater extractions by regulating, limiting, or suspending extractions from groundwater wells, establish a program of voluntary fallowing of agricultural lands, or validate an existing fallowing program. This bill would establish the Multibenefit Land Repurposing Program, for purposes of assisting groundwater sustainability agencies in critically overdrafted basins achieve their groundwater sustainability goal by providing grants to public and private entities for projects and programs that reduce groundwater use by converting irrigated agricultural land to new uses that both reduce groundwater demand or use and provide some other measurable benefits to the environment or broader community. The bill would require the Department of Conservation to establish and administer the grant program and, in consultation with specified state agencies, develop guidelines to implement the grant program, as provided. The bill would require grant recipients to comply with certain requirements, including consistency with approved groundwater sustainability plans or alternative plans and general plans, and inclusion of a 50% match from nonstate sources. The bill would authorize up to 10% of funds appropriated for the purposes of the grant program to be expended for planning and monitoring necessary for the successful design, selection, and implementation of eligible projects and programs. The bill would require, on or before January 1, 2026, and 5 years thereafter, the department to submit a report to the relevant policy and budget committees of the Legislature that evaluates the performance of the grant program in relation to its goals and includes recommendations to improve the grant program. The bill would repeal these provisions on January 1, 2032. This bill contains other related provisions.	

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<a href="#">AB 255</a> <a href="#">Muratsuchi</a> D  COVID-19 Emergency Small Business Eviction Relief Act.	6/4/2021-A. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)	Existing law provides that a tenant is guilty of unlawful detainer if the tenant continues to possess the property without permission of the landlord in specified circumstances, including when the tenant has violated the lease or rental agreement by defaulting on rent, and requires the tenant be served a 3 days' notice in writing to cure the default, as specified. Existing law provides that an unlawful detainer action is subject to the COVID-19 Tenant Relief Act of 2020, which provides tenants with specified temporary protections from eviction, if the default in the payment of rent is based upon COVID-19 rental debt, as defined. This bill, the COVID-19 Emergency Small Business Eviction Relief Act, would, until July 1, 2025, require a landlord, who receives a statement signed by a commercial tenant, as defined, and supported by documentary evidence that evidences that the tenant requests emergency rent relief because the business of the commercial tenant has experienced a decrease in average monthly gross revenue of at least 50%, which is reasonably attributable to public health regulations adopted to address the COVID-19 pandemic, during the qualifying time period, as defined, as compared with the 12 months immediately preceding the qualifying time period, to conduct a good faith negotiation to form a plan to allow the commercial tenant a reasonable opportunity to repay COVID-19 lease debt while minimizing the hardship to the landlord. The act would provide that failure by a landlord to comply with that requirement constitutes an affirmative defense in an unlawful detainer action.	
<a href="#">AB 261</a> <a href="#">Seyarto</a> R  Authorized emergency vehicles.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/28/2021)(May be acted upon Jan 2022)	Existing law authorizes the Department of Transportation and local authorities to designate certain highway lanes for the exclusive or preferential use of high-occupancy vehicles (HOVs), requires the department or local authorities to place signage advising motorists of the rules governing the use of those lanes, and prohibits the use of those lanes by motorists other than in conformity with the posted rules. Under existing law, the driver of an authorized emergency vehicle is exempt from various provisions of the rules of the road as contained in the Vehicle Code if, among other things, the vehicle is being driven in response to an emergency call, the driver of the vehicle sounds a siren, and the vehicle	

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		displays a lighted red lamp visible from the front as a warning to other drivers and pedestrians. This bill would additionally permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services. This bill contains other related provisions and other existing laws.	
<a href="#">AB 271</a> <a href="#">Rivas,</a> <a href="#">Robert</a> D  Santa Clara Valley Water District: contracts: best value procurement.	7/9/2021-A. CHAPTERED 7/9/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 48, Statutes of 2021.	Existing law authorizes certain local entities to select a bidder for a contract on the basis of “best value,” as defined. Existing law governs various types of contract procedures applicable to the Santa Clara Valley Water District and prescribes competitive bidding procedures for any improvement or unit of work over \$50,000. This bill would authorize the district, upon approval by the board of directors of the district, to award contracts on a best value basis for any work of the Anderson Dam project, defined to include prescribed activities and works of construction with regard to the Leroy Anderson Dam and Reservoir and certain fish and aquatic habitat measures described in a federal-state settlement agreement. The bill would require the district, if the board elects to award contracts on a best value basis, to comply with specified requirements governing the documents prepared, setting forth the scope and estimated price of the project and the request for qualifications, with bids evaluated using only the criteria and selection procedures identified in the procurement process documents. The bill would prohibit an Anderson Dam project contractor from being prequalified, shortlisted, or awarded a contract unless the contractor provides an enforceable commitment to the district that the contractor and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project, in accordance with certain criteria. By requiring certain information of bidders to be certified under penalty of perjury, the bill would expand an existing crime, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.	

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<a href="#">AB 273</a> <a href="#">Irwin D</a> Cannabis: advertisements: highways.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was B.&P. on 1/28/2021)(May be acted upon Jan 2022)	Existing law, the Control, Regulate and Tax Adult Use of Marijuana Act (AUMA), an initiative measure approved as Proposition 64 at the November 8, 2016, statewide general election, authorizes a person who obtains a state license under AUMA to engage in commercial adult-use cannabis activity pursuant to that license and applicable local ordinances. Existing law, the Medicinal and Adult-Use Cannabis Regulation and Safety Act (MAUCRSA), among other things, consolidates the licensure and regulation of commercial medicinal and adult-use cannabis activities. MAUCRSA generally divides responsibility for the state licensure and regulation of commercial cannabis activity among the Department of Food and Agriculture, the State Department of Public Health, and the Bureau of Cannabis Control, which MAUCRSA establishes within the Department of Consumer Affairs. This bill would remove the existing reference to advertising or marketing on a billboard or similar device visible from an interstate highway or on a state highway within California, and would specify that a licensee seeking to advertise or market through broadcast, cable, radio, print, and digital communications is required to obtain reliable up-to-date audience composition data demonstrating that at least 71.6 percent of the audience viewing the advertising or marketing is reasonably expected to be 21 years of age or older. The bill would prohibit advertisements or marketing depicting images of minors or anyone under 21 years of age. The bill would specify that a licensee is prohibited from using objects, in its advertising or marketing, such as toys, inflatables, movie characters, cartoon characters, or from including any other display, depiction, or image designed in any manner likely to be appealing to minors. The bill would restrict a licensee from advertising free cannabis goods or giveaways of any type of products, including noncannabis products, as specified. The bill would require that all outdoor signs, including billboards, meet specified requirements, including, among others, that they be affixed to a permanent structure; that they not be placed in any location where other advertisements directed at an adult population are prohibited; that they comply with specified provisions of law; that they not contain text, except as provided; and that they do not display, depict, or image specified objects and	

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		actions, including animals, cannabis plants, leaves, food, beverages, smoking, and vaporizing, among others. The bill would require a licensee to provide the Bureau of Cannabis Control audience composition data immediately upon request. If the bureau determines that the audience composition data for advertising or marketing provided by a licensee does not comply with these provisions, or the licensee fails to provide audience composition data, the bill would require the licensee to remove the advertising or marketing placement in question. The bill would require a licensing authority to suspend a licensee's license for one year if the licensee violates the advertising and marketing restrictions. The bill would specify that the action, omission, or failure of an advertising agent, representative, or contractor retained by the licensee is an act, omission, or failure of the licensee. This bill contains other related provisions and other existing laws.	
<a href="#">AB 274</a> <a href="#">Davies</a> R	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INS. on 1/28/2021)(May be acted upon Jan 2022)	Existing law provides for unemployment compensation benefits to eligible persons who are unemployed through no fault of their own. Under existing law, these provisions are generally administered by the Employment Development Department. Existing law requires unemployment compensation benefits that are directly deposited to an account of the recipient's choice to be deposited to a qualifying account, which includes a prepaid card account that meets certain requirements. Existing law includes in the definition of prepaid card or prepaid card account a card, code, or other means of access to funds of a recipient that is usable at multiple, unaffiliated merchants for goods or services, or usable at automated teller machines. This bill would revise the definition of prepaid card or prepaid card account by requiring cards to be chip-enabled, as defined. This bill contains other related provisions.	
<a href="#">AB 299</a> <a href="#">Villapudua</a> D	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was	Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the California Community Colleges, as one of the segments of public postsecondary education in this state. The board of governors appoints the Chancellor of the California Community Colleges to serve as the chief executive officer of	
Unemployment benefits: chip-enabled cards.			
Career technical			

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education: California Apprenticeship Grant Program.	HIGHER ED. on 2/12/2021)(May be acted upon Jan 2022)	the segment. This bill would establish the California Apprenticeship Grant Program, commencing with the 2022–23 academic year, under the administration of the office of the Chancellor of the California Community Colleges, to provide grants to encourage high school pupils, community college students, and employed and unemployed workers seeking to go into career technical education and vocational professions through participation in qualifying, state-approved apprenticeship programs. Under the bill, the chancellor’s office would provide supplemental grants to apprentices who participate in qualified, state-approved apprenticeship and vocational programs through high schools, campuses of the California Community Colleges, and industry-driven and -funded state-approved apprenticeship and vocational programs. The bill would prohibit these grants from replacing any existing financial aid or compensation that an apprentice may receive during apprenticeship training. This bill contains other related provisions.	
<a href="#">AB 302</a> <a href="#">Ward D</a> San Diego Metropolitan Transit Development Board: regulation of for-hire vehicle and passenger jitney services.	7/16/2021- A. CHAPTERED 7/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 89, Statutes of 2021.	Existing law establishes the San Diego Metropolitan Transit Development Board. Under existing law, the board’s jurisdiction includes specified cities in, and the unincorporated area of, the County of San Diego, except for the portion of the county under the jurisdiction of the North San Diego County Transit Development Board, as specified. Existing law authorizes the board to enter into contracts with any city in its area of jurisdiction and with the county to license or regulate transportation services, and to regulate vehicle safety and driver qualifications for passenger jitney service, as defined, operating between cities and between a city and unincorporated portions of the county within the area of its jurisdiction. Existing law requires the board to levy fees necessary to recover the full cost of regulating those services. This bill would replace the term “transportation services” with the term “for-hire vehicle services” and would define that term to mean vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, as specified. The bill would expand to any city within the County of San Diego the authority	

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		of the board to enter into contracts to license or regulate for-hire vehicle services and to regulate vehicle safety and driver qualifications for passenger jitney service.	
<a href="#">AB 310</a> <a href="#">Lee D</a>  Wealth tax.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was REV. & TAX on 3/25/2021)(May be acted upon Jan 2022)	Existing law imposes taxes upon income and real property, as well as taxes upon certain transactions and excise taxes. This bill would, for taxable years beginning on or after January 1, 2022, impose an annual tax at a rate of 1% of a resident of this state'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 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. This bill contains other related provisions and other existing laws.	
<a href="#">AB 320</a> <a href="#">Medina D</a>  Teacher preparation programs: regionally accredited institutions.	10/8/2021- A. CHAPTERED 10/8/2021-Signed by the Governor	Existing law requires the Commission on Teacher Credentialing to, among other duties, establish standards for the issuance and renewal of credentials, certificates, and permits. Under existing law, the commission establishes standards for teacher preparation programs at postsecondary educational institutions. This bill would define "regionally accredited," as that term is applied to institutions of higher education with teacher preparation programs, as either an institution that has been accredited by the Accrediting Commission for Senior Colleges and Universities, the Western Association of Schools and Colleges, the Higher Learning Commission, the Middle States Commission on Higher Education, the Northwest Commission on Colleges and Universities, the New England Commission of Higher Education, or the Southern Association of Colleges and Schools Commission on Colleges, or an institution of higher education that held preaccreditation status at the time the degree	

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		of an applicant for a credential was conferred, if that institution achieved full regional accreditation status within 5 years of earning preaccreditation status. The bill would also define “regionally accredited” to include community or junior colleges that confer baccalaureate degrees and are regionally accredited by accrediting agencies, as specified, or by the Accrediting Commission for Community and Junior Colleges of the Western Association of Schools and Colleges. The bill, among other things, would also make conforming changes to use the term “regionally accredited institution of higher education” to refer to certain postsecondary educational institutions with teacher preparation programs. This bill contains other related provisions and other existing laws.	
<a href="#">AB 336</a> <a href="#">Villapudua D</a> Enhanced infrastructure financing districts: public financing authority: members: joint powers authorities.	6/28/2021- A. CHAPTERED 6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 22, Statutes of 2021.	Existing law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district and requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan and adopt a resolution to form the district, as provided. Existing law provides for the participation of an affected taxing entity, as defined, in the district, other than a county office of education, school district, or community college district. Existing law requires that the public financing authority include a majority of members from the legislative body of each participating affected taxing entity and 2 members of the public chosen by the legislative bodies of those participating affected taxing entities, as provided. This bill would specify that any member of the legislative body of a participating affected taxing entity who serves as a member of the public financing authority of an enhanced infrastructure financing district, as described above, may also serve as a member of the governing body of an agency or entity formed pursuant to an agreement for the joint exercise of power that the participating affected taxing entity has entered into in accordance with the Joint Exercise of Powers Act. This bill contains other existing laws.	

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<a href="#">AB 339</a> <a href="#">Lee D</a>  Local government: open and public meetings.	10/7/2021-A. VETOED 10/7/2021-Vetoed by the Governor	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">AB 343</a> <a href="#">Fong R</a>  California Public Records Act Ombudsperson.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was JUD. on 6/9/2021)(May be acted upon Jan 2022)	The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act declares that access to information concerning the conduct of the people's business is a fundamental and necessary right of every person in this state. This bill would establish, within the California State Auditor's Office, the California Public Records Act Ombudsperson. The bill would require the California State Auditor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the ombudsperson to require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would authorize the ombudsperson to require any state agency determined to have improperly denied a request to reimburse the ombudsperson for its costs to investigate the request for review. The bill would require the ombudsperson to report to the Legislature, on or before January 1, 2024, and annually thereafter, on, among other things, the number of	

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		requests for review the ombudsperson has received in the prior year.This bill contains other existing laws.	
<a href="#">AB 346</a> <a href="#">Seyarto</a> R  Privacy: breach.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P. & C.P. on 2/12/2021)(May be acted upon Jan 2022)	Existing law, the Information Practices Act of 1977, requires an agency, which includes a local agency, that owns or licenses computerized data that includes personal information, as defined, to disclose expeditiously and without unreasonable delay a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, or whose encrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, and the encryption key or security credential was, or is reasonably believed to have been, acquired by an unauthorized person, and the agency that owns or licenses the encrypted information has a reasonable belief that the encryption key or security credential could render that personal information readable or useable. Existing law also requires an agency that maintains computerized data that includes personal information that the agency does not own to notify the owner or licensee of the information of any breach of the security of the data immediately following discovery, if the personal information was, or is reasonably believed to have been, acquired by an unauthorized person.This bill would make the above-described requirements applicable if the information is accessed by an unauthorized person. The bill would also make conforming changes. Because it would impose a requirement to provide a higher level of service with regard to data breaches on a local agency, the bill would create a state-mandated local program.This bill contains other related provisions and other existing laws.	
<a href="#">AB 348</a> <a href="#">Villapudua</a> D  Affordable housing: annual	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. &	Existing law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Existing law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households	

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expenditure report.	C.D. on 1/28/2021)(May be acted upon Jan 2022)	served and their income level.This bill would require the department, by March 1 of each year, to develop an annual summary report that discloses the amount of state, federal, and private funding spent on the development of affordable housing within the state, each city, and each county in the preceding calendar year. The bill would require the department to post the annual summary report on its internet website and make the report available to the public by March 15 of each year.	
<a href="#">AB 349</a> <a href="#">Holden D</a>  Small businesses: contracting: outreach: underrepresented groups.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/23/2021)(May be acted upon Jan 2022)	(1)The Small Business Procurement and Contract Act requires the Director of General Services and the heads of other state agencies that enter into contracts for the acquisition of goods, services, and information technology and for the construction of state facilities to establish goals for the participation of small businesses and microbusinesses in these contracts, to provide for a small business preference in the award of these contracts, to give special consideration and special assistance to small businesses, and, whenever possible, to make awards to small businesses, as specified.This bill, in order to facilitate the participation of small business, would require the director and the heads of other state agencies that enter such contracts, in addition to any other applicable requirement for public notice of contracts, to publish or otherwise make available information regarding public notice of contracts, as the awarding agency determines to be appropriate, in order to ensure all communities have access to the public notice. The bill would define “publish or otherwise make available” for this purpose.This bill contains other related provisions and other existing laws.	
<a href="#">AB 354</a> <a href="#">Cooper D</a>  Energy efficient appliance rebate program.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on	The existing Warren-Alquist State Energy Resources Conservation and Development Act establishes the State Energy Resources Conservation and Development Commission and requires the commission to prescribe, by regulation, standards for minimum levels of operating efficiency to promote the use of energy- and water-efficient appliances whose use requires a significant amount of energy or water on a statewide basis. Existing law requires that the minimum levels of operating efficiency be based on feasible and attainable	

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	5/12/2021)(May be acted upon Jan 2022)	efficiencies or feasible improved efficiencies that will reduce the energy or water consumption growth rates. Existing law prohibits a new appliance manufactured on or after the effective date of the standards to be sold or offered for sale in the state unless it is certified by the manufacturer thereof to be in compliance with the standards. Existing law requires the commission to administer various programs to improve energy efficiency. This bill would require the commission, by July 1, 2022, to create a 3-year appliance rebate program to provide eligible residential customers of an electric utility or gas utility with monetary incentives to purchase new appliances that meet energy star or similar energy efficiency standards approved by the commission. The bill would limit eligibility for the program to those customers with annual household incomes that are no greater than 200% of the federal poverty guideline levels. The bill would limit rebates to appliances purchased for an eligible customer's primary residence and limit a customer to no more than 3 rebates during the term of the program. The requirements of the bill would become operative upon the appropriation of sufficient funds in the Budget Act to implement the bill's requirements.	
<a href="#">AB 355</a> <a href="#">Cooper D</a>  Demand-side energy management programs.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/18/2021)(May be acted upon Jan 2022)	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires an electrical or gas corporation to develop a program, within the electrical or gas corporation's demand-side management programs authorized by the commission, to provide incentives to a residential or small or medium business customer to acquire energy management technology for use in the customer's home or place of business. This bill would require the commission to monitor the incentive program to ensure that savings generated by the program are equitable and ethical. The bill would also require the commission to annually provide a report to the Legislature with findings and recommendations for this program, including findings and recommendations to ensure that savings generated by the program are equitable and ethical.	

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<a href="#">AB 361</a> <a href="#">Rivas,</a> <a href="#">Robert</a> D  Open meetings: state and local agencies: teleconferences.	9/16/2021- A. CHAPTERED 9/16/2021-Chaptered by Secretary of State - Chapter 165, Statutes of 2021.	(1)Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. The act authorizes the district attorney or any interested person, subject to certain provisions, to commence an action by mandamus or injunction for the purpose of obtaining a judicial determination that specified actions taken by a legislative body are null and void. This bill, until January 1, 2024, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing, during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in	

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		person would present imminent risks to the health or safety of attendees, as provided. This bill contains other related provisions and other existing laws.	
<a href="#">AB 371</a> <a href="#">Jones-Sawyer</a> D	7/14/2021-S. 2 YEAR 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was INS. on 6/30/2021)(May be acted upon Jan 2022)	Existing 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. Existing 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. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require 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. This bill contains other related provisions and other existing laws.	
Shared mobility devices: insurance and tracking.			
<a href="#">AB 378</a> <a href="#">Bauer-Kahan</a> D	7/9/2021-A. CHAPTERED 7/9/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 50, Statutes of 2021.	Existing law establishes in state government the offices of the Governor, Lieutenant Governor, Secretary of State, Treasurer, Controller, Attorney General, Board of Equalization, and Insurance Commissioner. Existing law, the Political Reform Act of 1974, regulates campaign finance, ethics and conflicts of interest of public officials, and the conduct of lobbyists, lobbying firms, and lobbying employers. Existing law, the California Coastal Act of 1976, establishes the California Coastal Commission and requires specified commissions and agencies to review the provisions of the act. This bill would remove gendered language from and would make additional nonsubstantive changes to these provisions.	
Public officials.			
<a href="#">AB 426</a> <a href="#">Bauer-Kahan</a> D	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3).	Existing law authorizes local air pollution control districts and air quality management districts, in carrying out their responsibilities with respect to the attainment of state ambient air quality standards, to adopt and implement regulations that accomplish certain	

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Toxic air contaminants.	(Last location was NAT. RES. on 2/12/2021)(May be acted upon Jan 2021)	objectives.This bill would additionally authorize the districts to adopt and implement regulations to require data regarding air pollution within the district’s jurisdiction from indirect and areawide sources of air pollution, including mobile sources drawn by those sources, to enable the calculation of health risks from toxic air contaminants. This bill would additionally authorize the districts to adopt and implement regulations to accomplish these objectives in carrying out their responsibilities with respect to the reduction of health risks from toxic air contaminants.	
<a href="#">AB 464</a> <a href="#">Mullin D</a>  Enhanced Infrastructure Financing Districts: allowable facilities and projects.	6/28/2021-A. CHAPTERED 6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 25, Statutes of 2021.	Existing law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use.This bill would include, in the list of facilities and projects the district may fund, the acquisition, construction, or repair of commercial structures by the small business, as defined, occupant of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services.	
<a href="#">AB 476</a> <a href="#">Mullin D</a>  Department of Transportation: state highways: part-time transit lane pilot program.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was TRANS. on 9/7/2021)(May be acted upon Jan 2022)	Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway.This bill would require the Department of Transportation to establish a pilot program to authorize a transit operator or operators, in partnership with an eligible transportation agency, to operate part-time transit lanes, defined as designated highway shoulders that support the operation of transit vehicles during	

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		<p>specified times. The bill would require the department by January 1, 2024, to develop guidelines for the safe operation of part-time transit lanes, as provided, a training program for transit operators to operate transit buses on the shoulders of highways within the state, and a program to identify transit buses authorized to be used or operated in part-time transit lanes within the state. The bill would require the eligible transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the eligible transportation agency, to submit a report to the Legislature that includes certain information about the project. This bill contains other existing laws.</p>	
<p><a href="#">AB 481</a> <a href="#">Chiu D</a></p> <p>Law enforcement and state agencies: military equipment: funding, acquisition, and use.</p>	<p>9/30/2021- A. CHAPTERED 9/30/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 406, Statutes of 2021.</p>	<p>Existing law designates the Department of General Services as the agency for the State of California responsible for distribution of federal surplus personal property, excepting food commodities, and requires the department to, among other things, do all things necessary to the execution of its powers and duties as the state agency for the distribution of federal personal surplus property, excepting food commodities, in accordance with specified federal law. Existing law, the Federal Surplus Property Acquisition Law of 1945, authorizes a local agency, as defined, to acquire surplus federal property without regard to any law which requires posting of notices or advertising for bids, inviting or receiving bids, or delivery of purchases before payment, or which prevents the local agency from bidding on federal surplus property. Existing federal law authorizes the Department of Defense to transfer surplus personal property, including arms and ammunition, to federal or state agencies for use in law enforcement activities, subject to specified conditions, at no cost to the acquiring agency. This bill would require a law enforcement agency, defined to include specified entities, to obtain approval of the applicable governing body, by adoption of a military equipment use policy, as specified, by ordinance at a regular meeting held pursuant to specified open meeting laws, prior to taking certain actions relating to the funding, acquisition, or use of military equipment, as defined. The bill would also require similar</p>	

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		approval for the continued use of military equipment acquired prior to January 1, 2022. The bill would allow the governing body to approve the funding, acquisition, or use of military equipment within its jurisdiction only if it determines that the military equipment meets specified standards. The bill would require the governing body to annually review the ordinance and to either disapprove a renewal of the authorization for a type, as defined, of military equipment or amend the military equipment use policy if it determines, based on an annual military equipment report prepared by the law enforcement agency, as provided, that the military equipment does not comply with the above-described standards for approval. The bill would specify these provisions do not preclude a county or local municipality from implementing additional requirements and standards related to the purchase, use, and reporting of military equipment by local law enforcement agencies. This bill contains other related provisions and other existing laws.	
<a href="#">AB 512</a> <a href="#">Holden</a> D  Surplus unimproved property: State Highway Route 710.	7/14/2021-S. 2 YEAR 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 6/9/2021)(May be acted upon Jan 2022)	Existing law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. This bill would, with certain exceptions, require the Department of Transportation, prior to selling specified unimproved properties in the City of Los Angeles, City of Pasadena, and City of South Pasadena, to offer to sell those properties at the original acquisition price paid by the department to a housing-related entity for affordable housing purposes, as provided. The bill would specify that it is the intent of the Legislature to promote the use of skilled and trained labor for these types of potential affordable housing projects. This bill contains other related provisions and other existing laws.	
<a href="#">AB 513</a> <a href="#">Bigelow</a> R  Employment:	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. & E.	Existing law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry, whether compensation is measured by time, piece, or otherwise, except as specified. This bill would authorize an employee working from home or a remote location not at the physical location of the employer to receive legally required notices and postings electronically and sign or acknowledge certain documents	

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telecommuting employees.	on 2/18/2021)(May be acted upon Jan 2021)	electronically. The bill would also authorize an employee who works from home or a remote location to have any wages due at the time of separation of employment mailed to the employee using the address the employer has on file for the employee for sending notices. The bill would require the wages to be deemed paid on the date of mailing.	
<a href="#">AB 550</a> <a href="#">Chiu D</a> Vehicles: Speed Safety System Pilot Program.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2021)(May be acted upon Jan 2022)	Existing 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. This bill would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized. The bill would require the participating cities or city and county to issue warning notices rather than notices of violations for violations detected within the first 30 calendar days of the program. The bill would require the participating cities or city and county to develop uniform guidelines for, among other things, the processing and storage of confidential information. The bill would designate all photographic, video, or other visual or administrative records made by a system as confidential, and would only authorize public agencies to use and allow access to these records for specified purposes. This bill contains other related provisions and other existing laws.	Support

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<a href="#">AB 560</a> <a href="#">Quirk-Silva D</a>  Human trafficking.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 2/18/2021)(May be acted upon Jan 2022)	Existing law, as amended by the Californians Against Sexual Exploitation Act, an initiative measure enacted by the approval of Proposition 35 at the November 6, 2012, statewide general election (CASE Act), proscribes the crime of human trafficking, a felony. The CASE Act makes a person who causes, induces, or persuades, or attempts to cause, induce, or persuade, a person who is a minor at the time of commission of the offense to engage in a commercial sex act with the intent to effect or maintain a violation of specified other offenses, including child pornography and extortion, guilty of human trafficking, a felony. Existing law makes that crime punishable by imprisonment in the state prison for 5, 8, or 12 years and a fine of not more than \$500,000, or, if the offense involves force, fear, fraud, deceit, coercion, violence, duress, menace, or threat of unlawful injury to the victim or another person, 15 years to life and a fine of not more than \$500,000. The Legislature may amend the CASE Act by a statute passed in each house by a majority vote. This bill would expand the scope of that crime by making a person who causes, induces, or persuades, or attempts to cause, induce, or persuade, an adult, whom the person reasonably believes to be a minor at the time of commission of the offense, to engage in a commercial sex act with the intent to effect or maintain a violation of specified other offenses, including child pornography and extortion, guilty of human trafficking and subject to the penalties described above. By changing the definition of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 561</a> <a href="#">Ting D</a>  Help Homeowners Add New Housing Program:	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/1/2021)(May be acted upon Jan 2022)	Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer's office, by April 1, 2022, to provide a report to the Legislature regarding the creation of the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the	

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accessory dwelling unit financing.		development of recommendations for the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development, and would also authorize the Treasurer to consult with various other entities, including federal mortgage agencies, private lenders, community development financial institutions, community-based organizations, and local housing trust funds. The bill would require the report to examine the feasibility of, among other things, providing at least 80% of program funding to homeowners at or below 100% of the area median income of each county in the state. The bill would additionally require the report to provide recommendations regarding these provisions. The bill would authorize the Treasurer to include in the report other findings and recommendations that may be helpful to the implementation and operation of the program.	
<a href="#">AB 564 Gonzalez, Lorena D</a> Biodiversity Protection and Restoration Act.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was A. & A.R. on 2/18/2021)(May be acted upon Jan 2022)	Existing law provides that it is the Department of Fish and Wildlife's mission to manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment of the public. Existing law provides that one of the department's core programs is biodiversity conservation. This bill would establish the Biodiversity Protection and Restoration Act and would provide that it is the policy of the state that all state agencies, boards, and commissions shall utilize their authorities in furtherance of the biodiversity conservation purposes and goals of certain executive orders. The bill would require all state agencies, boards, and commissions to consider and prioritize the protection of biodiversity in carrying out their statutory mandates. The bill would require strategies related to the goal of the state to conserve at least 30% of California's land and coastal waters by 2030 to be made available to the public and provided to certain legislative committees by no later than June 30, 2022.	
<a href="#">AB 565 Lackey R</a>	9/22/2021-A. CHAPTERED 9/22/2021-Approved by the	Existing law establishes the Interagency Advisory Committee on Apprenticeship within the Division of Apprenticeship Standards, which is in the Department of Industrial Relations. Existing law prescribes the composition of the committee, which includes specified officials	

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Interagency Advisory Committee on Apprenticeship: homeless youth and foster youth.	Governor. Chaptered by Secretary of State - Chapter 194, Statutes of 2021.	or their designees, serving as ex officio members, and 6 persons appointed by the Secretary of Labor and Workforce Development who are familiar with certain apprenticeable occupations, as specified requirements. This bill would add the director of the State Department of Social Services as a member of the Interagency Advisory Committee on Apprenticeship. This bill contains other related provisions and other existing laws.	
<a href="#">AB 566</a> <a href="#">Nguyen</a> R	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/11/2021)(May be acted upon Jan 2021)	Existing property tax law generally requires the county auditor, in each fiscal year, to allocate property tax revenues to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. This bill would make a nonsubstantive change to that provision.	
Property taxation: revenue allocations.			
<a href="#">AB 570</a> <a href="#">Santiago</a> D	10/4/2021- A. CHAPTERED 10/4/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 468, Statutes of 2021.	Existing law, the Knox-Keene Health Care Service Plan Act of 1975, provides for the licensure and regulation of health care service plans by the Department of Managed Health Care, and makes a willful violation of the act a crime. Existing law provides for the regulation of health insurers by the Department of Insurance. Existing law authorizes an individual to add a dependent to their health care service plan contract or health insurance policy, including adding a dependent outside of an initial enrollment period if certain criteria are met. Existing law defines "dependent" for the purpose of an individual contract or policy to mean the spouse, registered domestic partner, or child of an individual. This bill would require an individual health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2023, that provides dependent coverage to make dependent coverage available to a qualified dependent parent or stepparent. The bill would require a plan, an insurer, or the California Health Benefit Exchange to provide	
Dependent parent health care coverage.			

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		an applicant seeking to add a dependent parent or stepparent with written notice about HICAP and would require a solicitor or agent to provide specified HICAP contact information, as specified. The bill would expand the definition of “dependent” for an individual health care service plan contract or health insurance policy to include a qualified dependent parent or stepparent. Because a willful violation of these provisions by a health care service plan would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 571</a> <a href="#">Mayes I</a>  Planning and zoning: density bonuses: affordable housing.	9/28/2021- A. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 346, Statutes of 2021.	Existing law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Existing law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees and in-lieu fees, from being imposed on a housing development’s affordable units. This bill contains other related provisions and other existing laws.	
<a href="#">AB 572</a> <a href="#">Kalra D</a>  California Workforce Development Board:	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2021)(May be acted upon Jan 2022)	Existing law establishes the California Workforce Development Board as the body responsible for assisting the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. This bill would require the board, upon appropriation of funds by the Legislature for this purpose, to establish and maintain an outreach, education, and certification program, with specified purposes, including training restaurant employees, managers, and employers	

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employment policies.		to identify and address disparities in their workforce and implementing high-road employment policies that promote equity of income and career pathways for people of color, immigrants, women, and people who are transgender, nonbinary, or intersex. This bill contains other related provisions.	
<a href="#">AB 574</a> <a href="#">Chen R</a>  Guardians ad litem: mental illnesses.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was HEALTH on 2/18/2021)(May be acted upon Jan 2022)	Existing law authorizes a court, on its own motion or on request of certain specified persons, to appoint a guardian ad litem in a probate proceeding, as specified, to represent the interests of certain persons, including a minor or an incapacitated person. Existing law prohibits the appointment of a public guardian as a guardian ad litem in a probate proceeding, unless the court finds that no other qualified person is willing to act as a guardian ad litem. This bill would establish an additional procedure for the appointment of a guardian ad litem for a person who lacks the capacity to make rational informed decisions regarding medical care, mental health care, safety, hygiene, shelter, food, or clothing with a rational thought process due to a mental illness, defect, or deficiency. The bill would authorize certain persons to petition the court for the appointment of a guardian ad litem under these provisions, and would establish the procedures that would govern the filing of a petition, its notice provisions, and court procedures. Under certain circumstances, the bill would require the court to appoint the public defender or private counsel to represent a person who is the subject of a petition. This bill contains other existing laws.	
<a href="#">AB 580</a> <a href="#">Rodriguez D</a>  Emergency services: vulnerable populations.	9/17/2021-A. ENROLLED 9/17/2021-Enrolled and presented to the Governor at 3 p.m.	Existing law, the California Emergency Services Act, establishes, within the office of the Governor, the Office of Emergency Services (OES) under the supervision of the Director of Emergency Services. Existing law makes OES responsible for addressing natural, technological, or manmade disasters and emergencies, including activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill instead would require the director to appoint representatives of the access and functional needs population, provided a majority of appointees are from specified groups, to serve on those committees and to ensure the needs of that population	

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		are met within that system.This bill contains other related provisions and other existing laws.	
<a href="#">AB 581</a> <a href="#">Irwin D</a> Cybersecurity.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)	Existing law establishes the Office of Information Security within the Department of Technology, under the direction of the Chief of the Office of Information Security, for the purpose of ensuring the confidentiality, integrity, and availability of state systems and applications and to promote and protect privacy as part of the development and operations of state systems and applications to ensure the trust of the residents of this state. The law requires an entity within the executive branch that is under the direct authority of the Governor to implement the policies and procedures issued by the office. The law additionally authorizes the office to conduct, or require to be conducted, an independent security assessment of every state agency, department, or office, as specified. The law authorizes the Military Department to perform an independent security assessment of any state agency, department, or office.This bill would require all state agencies, as generally defined, to review and implement specified National Institute of Standards and Technology (NIST) guidelines for, among other things, reporting, coordinating, publishing, and receiving information about a security vulnerability relating to information systems and the resolution thereof, no later than July 1, 2022. The bill would require the chief to review the NIST guidelines and to create, update, and publish any appropriate standards or procedures in the State Administrative Manual and Statewide Information Management Manual to apply the NIST guidelines to certain state governmental agencies, as defined, no later than April 1, 2022. The bill would authorize a state agency to satisfy their requirement to implement NIST guidelines by adopting those standards and procedures published in the State Administrative Manual and Statewide Information Management Manual. The bill would require the office to provide assistance to any state agency that requests assistance in implementing the guidelines or the standards and procedures, and to provide operational and technical assistance to state agencies on reporting, coordinating, publishing, and	

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		receiving information about cybersecurity vulnerabilities of information systems, until that agency withdraws their request for assistance with implementation or cybersecurity.	
<a href="#">AB 584</a> <a href="#">Rivas,</a> <a href="#">Robert</a> D  Department of Transportation: weight limits: special permits.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/18/2021)(May be acted upon Jan 2022)	Existing law imposes limits on the size, weight, and load of vehicles that may be operated on the highway and authorizes the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to issue permits to operate the vehicles exceeding the specified size, weight, and load limits. This bill would, no later than July 1, 2022, require the department to develop a pilot program for the purpose of issuing a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment permitting the hauling of raw milk in excess of 80,000 pounds if the vehicle, combination, or equipment meets specified criteria. The bill would require an application for the permit to contain specified information, including a description of the vehicles to be operated under the permit. The bill would state that a permit is valid for one year and may be canceled by the department for specified reasons including the failure of the applicant to maintain any of the conditions required for the application. The bill would state that the holder of a permit is not authorized to operate outside of designated corridors identified by the department. The bill would require the department to submit a report to the Legislature, as specified. The bill would require the department to conduct a study focused on specific issues, including air pollution emission reductions and fuel consumption, and provide results to the appropriate legislative policy committees. The bill would authorize the department to charge a fee, as specified. The bill would repeal these provisions on January 1, 2030.	
<a href="#">AB 585</a> <a href="#">Rivas,</a> <a href="#">Luz</a> D  Climate change: Extreme Heat and Community	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on	Existing law requires the Natural Resources Agency every 3 years to update the Safeguarding California Plan, the state's climate adaptation strategy. As part of the update, existing law requires the agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. Existing law requires state agencies to work to maximize specified objectives related to climate change. Existing law establishes the Office of Planning and Research in state government in the Governor's	

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Resilience Program.	8/16/2021)(May be acted upon Jan 2022)	office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program, to be administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change in order to facilitate the development of holistic, complimentary strategies for adapting to climate change impacts. This bill would establish the Extreme Heat and Community Resilience Program for the purpose of coordinating state efforts and supporting local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat and the urban heat island effect, and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program. Under the Extreme Heat and Community Resilience Program, the bill would require the Office of Planning and Research to coordinate the state’s efforts to address extreme heat and the urban heat island effect and to provide financial and technical assistance to eligible entities to support local and regional efforts to mitigate the impacts of, and reduce the public health risks of, extreme heat or the urban heat island effect, as provided. The bill would require the Office of Planning and Research to submit a report to the Legislature by July 1, 2023, on certain matters relating to extreme heat and the urban heat island effect. The bill would require the Office of Planning and Research, before awarding grants under the Extreme Heat and Community Resilience Program, to adopt certain guidelines for the program and would require the Office of Planning and Research to seek input from the public, academic and technical experts, and relevant state agencies, as appropriate, in the drafting of those guidelines. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the Office of Planning and Research, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the Extreme Heat and Community Resilience Program.	
<a href="#">AB 589 Garcia,</a>	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline	Existing law establishes various public assistance programs to provide protection, care, and assistance to the people of the state who are in need of those services. Existing law defines	

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<a href="#">Eduardo D</a> Public Social Services.	pursuant to Rule 61(a)(3). (Last location was PRINT on 2/11/2021)(May be acted upon Jan 2021)	“public assistance” and “public assistance programs” to refer to specified public social services programs, including, among others, the California Work Opportunity and Responsibility to Kids (CalWORKs) program, adult day health care programs, programs for the aged, blind, and disabled, and in-home supportive services. This bill would make technical, nonsubstantive changes to that definition.	
<a href="#">AB 590 Gipson D</a> Cities.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/11/2021)(May be acted upon Jan 2021)	Existing law sets forth various provisions relating to the governance of cities and defines the term “legislative body” for these purposes. This bill would make a nonsubstantive change to that definition.	
<a href="#">AB 594 McCarty D</a> Law enforcement policies.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/14/2021)(May be acted upon Jan 2022)	Under existing law, a peace officer is justified in using deadly force when the officer reasonably believes, based on the totality of the circumstances, that such force is necessary to defend against an imminent threat of death or serious bodily injury to the officer or another person, or to apprehend a fleeing felon, as specified. This bill would, for deadly use of force incidents other than those required to be investigated by the Attorney General, require an agency to cause a criminal investigation of these incidents to be conducted, and would prohibit a law enforcement agency from having primary responsibility for conducting the criminal investigation into those incidents involving an officer employed by that agency. This bill would instead provide alternative protocols for investigations of those incidents, including investigation by the district attorney’s office, another law enforcement agency, or a multidisciplinary and multiagency task force. The bill would specify that these requirements apply only to a criminal investigation and not to any administrative or disciplinary investigation. The bill would also require each agency to adopt a written policy, or amend their existing written policy on the criminal investigation of officer-involved deadly use of force incidents, to be compliant with the requirements of this bill, and to make	

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		that policy available to the public, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">AB 602</a> <a href="#">Grayson D</a>  Development fees: impact fee nexus study.	9/28/2021- A. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 347, Statutes of 2021.	(1) Existing law, the Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. Existing law requires a city, county, or special district that has an internet website to make available on its internet website certain information, as applicable, including its current schedule of fees and exactions. This bill, among other things, would require, on and after January 1, 2022, a local agency that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is necessary, and (3) if the study is adopted after July 1, 2022, either calculate a fee levied or imposed on a housing development project proportionately to the square footage of the proposed units, or make specified findings explaining why square footage is not an appropriate metric to calculate the fees. This bill contains other related provisions and other existing laws.	
<a href="#">AB 603</a> <a href="#">McCarty D</a>  Law enforcement	9/13/2021-A. ENROLLED 9/13/2021-Enrolled and presented to the Governor at 3 p.m.	Existing law requires each law enforcement agency to annually furnish specified information to the Department of Justice regarding the use of force by a peace officer. Existing law also establishes the Department of the California Highway Patrol within the Transportation Agency. This bill would require municipalities, as defined, to annually post on their internet websites specified information relating to settlements and judgments	

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settlements and judgments: reporting.		resulting from allegations of improper police conduct, including, among other information, amounts paid, broken down by individual settlement and judgment, and information on bonds used to finance use of force settlement and judgment payments. The bill would require the Transportation Agency to annually post the same information on its internet website regarding settlements and judgments against the Department of the California Highway Patrol. By increasing requirements for local governments, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 604</a> <a href="#">Daly D</a>  Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.	9/22/2021-A. VETOED 9/22/2021-Vetoed by Governor.	Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain fuel taxes and vehicle fees, for the program in the Road Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. This bill would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the department for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.	
<a href="#">AB 620</a> <a href="#">Mullin D</a>  Unified online environmental	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT	Existing law declares that the California Environmental Protection Agency is established to enhance the state's protection of the environment, by among other things, more effectively coordinating the permit actions of the departments or boards within the agency that issue environmental permits. Existing law declares the intent of the Legislature to provide a mechanism by which the California Environmental Protection Agency may further this	

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permit application.	on 2/12/2021)(May be acted upon Jan 2021)	objective of environmental protection by bringing relevant agencies together to synchronize, to the maximum extent feasible, the environmental permit requirements imposed on applicants by the departments or boards within the agency, among other objectives. This bill would express the intent of the Legislature to enact subsequent legislation creating a unified online environmental permit application and process for state agencies that simplify the submittal and tracking of environmental permits for permit applicants and state agencies, and supports interagency coordination.	
<a href="#">AB 621</a> <a href="#">Rivas,</a> <a href="#">Robert</a> D  California Environmental Quality Act: streamlined environmental review: standard of review: hospitals.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/25/2021)(May be acted upon Jan 2022)	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 the lead agency 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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. Under existing law, a lead agency's decision to adopt a negative declaration or mitigated negative declaration is reviewed by the courts under the fair argument standard while the lead agency's decision to certify an EIR is reviewed under the substantial evidence standard. This bill would authorize the Governor to certify a new hospital project or hospital expansion or modernization project as an environmental leadership hospital project if the project meets certain requirements. The bill would require the project applicant to certify compliance with certain labor standards in regards to the implementation of the project. The bill would require the lead agency to concurrently prepare the record of proceedings for a project certified by the Governor, as applicable. By requiring the concurrent preparation of the record of	

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		proceedings, this bill would impose a state-mandated local program. The bill would specify that the review of a lead agency’s decision to adopt or certify an environmental review document, as defined, for a certified project is the substantial evidence standard. The bill would provide that, if the lead agency fails to adopt or certify an environmental review document on or before June 1, 2028, for a certified project, the provisions of the bill do not apply to that project. The provisions of the bill would be repealed by their own terms on January 1, 2029.This bill contains other related provisions and other existing laws.	
<a href="#">AB 654</a> <a href="#">Reyes D</a>  COVID-19: exposure: notification.	10/5/2021- A. CHAPTERED 10/5/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 522, Statutes of 2021.	Existing law, the California Occupational Safety and Health Act of 1973, authorizes the Division of Occupational Safety and Health to prohibit the performance of an operation or process, or entry into that place of employment when, in its opinion, a place of employment, operation, or process, or any part thereof, exposes workers to the risk of infection with COVID-19, so as to constitute an imminent hazard to employees. Existing law requires that the prohibition be issued in a manner so as not to materially interrupt the performance of critical governmental functions essential to ensuring public health and safety functions or the delivery of electrical power or water. Existing law requires that these provisions not prevent the entry or use, with the division’s knowledge and permission, for the sole purpose of eliminating the dangerous conditions.This bill would add the delivery of renewable natural gas to the list of utilities that the division’s prohibitions are not allowed to materially interrupt.This bill contains other related provisions and other existing laws.	
<a href="#">AB 680</a> <a href="#">Burke D</a>  Greenhouse Gas Reduction Fund: California Jobs	9/22/2021-A. ENROLLED 9/22/2021-Enrolled and presented to the Governor at 2 p.m.	Existing law, the California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. Existing law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available to the state upon appropriation by the Legislature. This bill would	

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Plan Act of 2021.		enact the California Jobs Plan Act of 2021, which would require the state board to work with the labor agency to update, by July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. The bill would require the state board to work with administering agencies to leverage existing programs and funding to assist applicants in meeting these standards. The bill would require, among other things, administering agencies, on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of under-resourced, tribal, and low-income communities, as defined, in the same region as the proposed project and to applicants that demonstrate the creation of high-quality jobs, as defined, by the proposed project. The bill would exclude from these requirements applicants for projects that involve specified funding, technical assistance, or research, applicants who are not employers, as defined, and housing projects that will feature 100% affordable units, as defined. This bill contains other existing laws.	
<a href="#">AB 682</a> <a href="#">Bloom D</a>  Planning and zoning: cohousing buildings.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 2/25/2021)(May be acted upon Jan 2022)	The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances regulating zoning within its jurisdiction, as specified. This bill would require a city or county with a population of more than 400,000 people to permit the building of cohousing buildings, as defined, in any zone where multifamily residential buildings are permitted. The bill would require that cohousing buildings be permitted on the same basis as multifamily dwelling units. The bill would set minimum standards for the construction of cohousing buildings, including floor-space ratios and setback requirements. The bill would require that specified percentages of cohousing buildings be set aside for affordable housing, as specified. The bill would define terms for the purpose of these provisions. This bill contains other related provisions and other existing laws.	

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<a href="#">AB 703</a> <a href="#">Rubio,</a> <a href="#">Blanca D</a>  Open meetings: local agencies: teleconferences.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 2/25/2021)(May be acted upon Jan 2021)	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would remove the notice requirements particular to teleconferencing and would revise the requirements of the act to allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda, provided that the public is allowed to observe the meeting and address the legislative body directly both in person and remotely via a call-in option or internet-based service option, and that a quorum of members participate in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the jurisdiction. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided. This bill contains other related provisions and other existing laws.	

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<a href="#">AB 712</a> <a href="#">Calderon</a> D  Local Agency Public Construction Act: change orders: County of Los Angeles.	7/16/2021- A. CHAPTERED 7/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 95, Statutes of 2021.	Existing law, the Local Agency Public Construction Act, regulates contracting by local agencies, including counties and special districts. The act includes specific provisions for contracting by counties, contracting for county highways and county bridges and subways, and contracting by county waterworks districts. Other existing law regulates contracting by the Los Angeles County Flood Control District (LACFCD). Those specific provisions include change order authorization for contracts, as prescribed, and impose caps on the extra cost of any change order, varying with the value of the original contract. This bill would authorize the County of Los Angeles to add a new change order cap of \$400,000 for contracts whose original cost exceeds \$25,000,000 and of \$750,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index. This bill contains other related provisions and other existing laws.	
<a href="#">AB 713</a> <a href="#">Garcia,</a> <a href="#">Cristina</a> D  State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 7/15/2021)(May be acted upon Jan 2022)	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. 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 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 conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.	
<a href="#">AB 721</a> <a href="#">Bloom</a> D	9/28/2021- A. CHAPTERED	Existing law permits a person who holds an ownership interest of record in property that the person believes is the subject of an unlawfully restrictive covenant based on, among other	

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Covenants and restrictions: affordable housing.	9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 349, Statutes of 2021.	things, source of income, to record a Restrictive Covenant Modification, which is to include a copy of the original document with the illegal language stricken. Before recording the modification document, existing law requires the county recorder to submit the modification document and the original document to the county counsel who is required to determine whether the original document contains an unlawful restriction. This bill would make any recorded covenants, conditions, restrictions, or limits on the use of private or publicly owned land contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale that restricts the number, size, or location of the residences that may be built on the property, or that restricts the number of persons or families who may reside on the property, unenforceable against the owner of an affordable housing development, as defined, if an approved restrictive covenant affordable housing modification document has been recorded in the public record, as provided, unless a specified exception applies. This bill contains other related provisions and other existing laws.	
<a href="#">AB 724</a> <a href="#">Ward D</a> Homelessness programs: funding.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/25/2021)(May be acted upon Jan 2022)	Existing law establishes various programs, including, among others, the Emergency Housing and Assistance Program, to provide assistance to homeless persons. Existing law requires a state agency or department that funds, implements, or administers a state program that provides housing or housing-related services to people experiencing homelessness or at risk of homelessness to revise or adopt guidelines and regulations to include enumerated Housing First policies. This bill would require specified state entities to, not later than January 1, 2023, develop a streamlined funding program that meets specified criteria, to support the state's policy goal of reducing homelessness statewide by providing funding opportunities for local governments, as defined, to increase their capacity to respond to local homelessness needs through providing housing, emergency shelters, or other assistance to homeless individuals and families, or those at risk for homelessness, as defined, designed to reduce homelessness in their local areas. The bill would require, not	

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		later than January 1, 2023, the state entities to prepare and submit to the Legislature a report on their proposed programs, as provided. This bill contains other existing laws.	
<a href="#">AB 726</a> <a href="#">Garcia,</a> <a href="#">Eduardo</a> D  Capital investment incentive program: qualified manufacturing facility: ad valorem property tax revenue allocation payments.	7/23/2021- A. CHAPTERED 7/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 121, Statutes of 2021.	Existing law, until January 1, 2024, authorizes a county, city and county, or city to establish a capital investment incentive program. Existing law requires a county, city and county, or city that has so elected, to pay a capital investment incentive amount to the proponent of a qualified manufacturing facility for up to 15 years, upon request by a proponent in writing, as prescribed. Existing law defines “qualified manufacturing facility” for these purposes to mean a proposed manufacturing facility that meets specified requirements including that the facility is operated by certain businesses, including, among others, a business engaged in the recovery of minerals from geothermal resources or a business engaged in the manufacturing of parts or components related to the production of electricity using solar, wind, biomass, hydropower, or geothermal resources, as specified. This bill would add a business engaged in manufacturing of fuels, electrical parts, or components used in the field of clean transportation or the production of alternative fuel vehicles or electric vehicles to the list of business that may operate a qualified manufacturing facility. This bill contains other related provisions and other existing laws.	
<a href="#">AB 757</a> <a href="#">Davies</a> R  Private employment: COVID-19: positive test or	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was L. & E. on 2/25/2021)(May be acted upon Jan 2022)	Existing law provides for the regulation and supervision of employment, including compensation, working hours, and various privileges and immunities relating to employment. Existing law authorizes the Division of Labor Standards Enforcement to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would authorize a private employer to request prescribed documentation of a positive COVID-19 test or diagnosis if an employee reports that the employee has been diagnosed or tested positive for COVID-19 and is unable to work and the employer determines that an employee may be	

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diagnosis: documentation.		subject to a 14-day exclusion from the workplace as required under certain law or regulations. The bill would require an employer, in requesting documentation pursuant to the bill and in receiving information in response to that request, to comply with existing privacy protections. This bill contains other related provisions.	
<a href="#">AB 773</a> <a href="#">Nazarian</a> D  Street closures and designations.	10/6/2021- A. CHAPTERED 10/6/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 587, Statutes of 2021.	Existing law authorizes local authorities to adopt rules and regulations by ordinance or regulation for highways under their jurisdiction if specified criteria are met. Under existing law, authorized actions by local authorities include permanent or temporary highway or street closures under certain conditions and the designation of a highway as a through highway. This bill would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow streets program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.	
<a href="#">AB 784</a> <a href="#">Quirk</a> D  Alameda- Contra Costa Transit District.	9/22/2021- A. CHAPTERED 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 200, Statutes of 2021.	(1)The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority. This bill contains other related provisions and other existing laws.	
<a href="#">AB 786</a> <a href="#">Cervantes</a> D	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline	Existing law establishes within the Transportation Agency the California Transportation Commission. Existing law requires the commission to appoint an executive director for the	

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California Transportation Commission: executive director.	pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021)(May be acted upon Jan 2022)	commission who serves at the pleasure of the commission.This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.	
<a href="#">AB 787</a> <a href="#">Gabriel D</a> Planning and zoning: housing element: converted affordable housing units.	9/28/2021- A. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 350, Statutes of 2021.	Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. Existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region’s existing and projected housing need and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided.This bill would authorize a planning agency to include in its annual report, for up to 25% of a jurisdiction’s moderate-income regional housing need allocation, the number of units in an existing multifamily building that were converted to deed-restricted rental housing for moderate-income households by the imposition of affordability covenants and restrictions for the unit, as specified. The bill would apply only to converted units that meet specified requirements, including that the rent for the unit prior to conversion was not affordable to very low, low-, or moderate-income households and the initial postconversion rent for the unit is at least 10% less than the average monthly rent charged over the 12 months prior to conversion. The bill would authorize a city or county to reduce its share of regional housing need for the income category of the converted units on a unit-for-unit basis, as specified. The bill would provide	

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		that the Department of Housing and Community Development is not required to implement the provisions of this bill until January 1, 2023. However, for reports issued after January 1, 2023, planning agencies may report conversions that occurred on or after January 1, 2022.This bill contains other existing laws.	
<a href="#">AB 794</a> <a href="#">Carrillo</a> D  Air pollution: purchase of new drayage and short-haul trucks: incentive programs: eligibility: labor standards.	9/20/2021-A. ENROLLED 9/20/2021-Enrolled and presented to the Governor at 3 p.m.	Existing law establishes various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of vehicles by individuals and fleet purchasers.This bill would establish specified labor standards that a fleet purchaser would be required to meet in order to be eligible to receive incentives for new drayage and short-haul trucks under the incentive programs beginning with the 2022–23 fiscal year.This bill contains other related provisions.	
<a href="#">AB 795</a> <a href="#">Patterson</a> R  Department of Housing and Community Development: housing bond programs.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 2/25/2021)(May be acted upon Jan 2022)	Existing law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including responsibility for administering various housing and home loan programs throughout the state. Existing law requires the department, on or before December 31 of each year, to submit an annual report containing specified information to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department.This bill would require the department to include in those annual reports specified information relating to grant-based programs administered by the department, including the amount of the original awards to recipients, the portions not yet disbursed to recipients, and an estimate of how	

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		many individuals could benefit from the remaining balance. This bill contains other related provisions.	
<a href="#">AB 811</a> <a href="#">Rivas, Luz D</a>  Los Angeles County Metropolitan Transportation Authority: contracting.	9/30/2021- A. CHAPTERED 9/30/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 414, Statutes of 2021.	Existing law creates the Los Angeles County Metropolitan Transportation Authority, with specified powers and duties with respect to transportation planning, programming, construction, and operations. Existing law authorizes the authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management, acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Existing law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. Under existing law, a contract awarded pursuant to these provisions may include operation and maintenance elements if the inclusion of those elements meets certain requirements. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions. The bill would instead authorize the authority to award these contracts that include operation and maintenance elements after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority a more competitive solicitation process with respect to quality, timeliness, price, and other private sector efficiencies, relevant to the integration of design, project work, and components.	Sponsor
<a href="#">AB 816</a> <a href="#">Chiu D</a>  Homelessness: Housing Trust	9/29/2021- A. CHAPTERED 9/29/2021-Approved by the Governor. Chaptered by	Existing federal law requires the Secretary of the United States Department of Housing and Urban Development to establish a Housing Trust Fund to provide grants to states to increase the supply of rental housing for extremely low and very low income families, including homeless families, and home ownership for extremely low and very low income families. Existing federal law establishes regulations for the implementation of these	

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Fund: housing projects.	Secretary of State - Chapter 396, Statutes of 2021.	grants.This bill would require the department to prioritize funding for projects that serve people experiencing homelessness, to the extent that a sufficient number of projects exist. The bill would authorize the department to alter priority for funding to align eligibility for possible benefits, including Medi-Cal benefits that are intended to assist people experiencing homelessness.This bill contains other existing laws.	
<a href="#">AB 819</a> <a href="#">Levine</a> D  California Environmental Quality Act: notices and documents: electronic filing and posting.	7/16/2021- A. CHAPTERED 7/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 97, Statutes of 2021.	(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.This bill would instead require the lead agency to mail or email those notices, and to post them on the lead agency’s internet website. The bill would also require notices of an environmental impact report to be posted on the internet website of the county clerk of each county in which the project is located. Because this bill would impose additional duties on a lead agency and a county clerk, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.	
<a href="#">AB 821</a> <a href="#">Cooper</a> D  Sexually violent predators: placement outside county	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PUB. S. on 3/18/2021)(May be acted upon Jan 2022)	Existing law defines a sexually violent predator as a person who has been convicted of a sexually violent offense and has a diagnosed mental disorder that makes the person a danger to others in that they are likely to engage in sexually violent criminal behavior. Existing law provides for the commitment of a sexually violent predator to the State Department of State Hospitals. Existing law provides that a sexually violent predator may be conditionally released at the end of their commitment, as specified.Existing law requires a sexually violent predator who is conditionally released to be placed in the county that was the	

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of domicile: notice and hearing.		person's county of domicile prior to the person's incarceration, unless extraordinary circumstances exist requiring placement outside the county, as specified. This bill would require advance notice, as specified, if a sexually violent predator is to be released to a county other than their county of domicile. The bill would require the local jurisdiction to give public notice of the intended release and allow for public comment, as specified. The bill would require the court to hold an evidentiary hearing to determine if extraordinary circumstances exist. The bill would place the burden of showing extraordinary circumstances on the State Department of State Hospitals. The bill would require the court to accept remote testimony and written affidavits, as specified, for this hearing. The bill would limit how a lack of housing may be used to justify extraordinary circumstances and would require the department to present specified evidence regarding housing. The bill would also provide for discovery of relevant materials. This bill contains other existing laws.	
<a href="#">AB 823</a> <a href="#">Gray</a> D  High-Speed Rail Authority: trains powered by fossil fuel combustion engines.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021)(May be acted upon Jan 2022)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the high-speed rail system to be designed to use electric trains. Existing law authorizes the authority, upon receiving legislative or voter approval, to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. This bill would prohibit the authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.	
<a href="#">AB 840</a> <a href="#">Holden</a> D  County	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS.	The County Transportation Commissions Act provides for the creation of county transportation commissions in the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, with various powers and duties relative to transportation planning and funding, as specified. Existing law requires the county transportation commissions for	

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transportation commissions: regional transit service: airports.	on 3/11/2021)(May be acted upon Jan 2022)	the Counties of Los Angeles, Orange, Riverside, and San Bernardino, upon the adoption of a resolution by each of those commissions, to jointly develop, in consultation with certain governmental agencies, a program for regional transit services, as defined, within the multicounty region. This bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports within the multicounty region, as provided. The bill would require the initial regional transit services draft program under these provisions to be completed on or before December 1, 2022. The bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to hold a joint public hearing in each county in their jurisdiction on the draft program no earlier than 30 days after the draft has been completed. Following the public hearings, the bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to adopt the regional transit services program. By imposing additional duties on county transportation commissions, the bill would impose a state-mandated local program. This bill contains other existing laws.	
<a href="#">AB 843</a> <a href="#">Aguiar-Curry D</a> California Renewables Portfolio Standard Program: renewable feed-in tariff:	9/23/2021- A. CHAPTERED 9/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 234, Statutes of 2021.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires the commission, in consultation with the Independent System Operator, to establish resource adequacy requirements for all load-serving entities, defined to include electrical corporations, community choice aggregators, and electric service providers. The California Renewables Portfolio Standard Program requires the commission to establish a renewables portfolio standard requiring all retail sellers, defined as including electrical corporations, community choice aggregators, and electric service providers, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 33% of retail	

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Bioenergy Market Adjusting Tariff program: community choice aggregators.		sales by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The California Renewables Portfolio Standard Program requires every electrical corporation to file with the commission a standard tariff for electricity generated by an electric generation facility, as defined, that qualifies for the tariff, is owned and operated by a retail customer of the electrical corporation, and is located within the service territory of, and developed to sell electricity to, the electrical corporation. The commission refers to this requirement as the renewable feed-in tariff. This bill would provide that the renewable feed-in tariff would apply to a qualifying electric generation facility that is developed to sell electricity to the electrical corporation or, for a bioenergy electric generation facility, to an electrical corporation or a community choice aggregator within the electrical corporation's service territory. This bill contains other related provisions and other existing laws.	
<a href="#">AB 845 Rodriguez</a> D Disability retirement: COVID-19: presumption.	7/23/2021- A. CHAPTERED 7/23/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 122, Statutes of 2021.	Existing law, until 2023, defines "injury" for purposes of workers' compensation insurance to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, and creates a disputable presumption, as specified, that the injury arose out of the course of employment and is compensable. This presumption is applicable to specified public safety, firefighter, and medical occupation, among others, as specified. This bill, until January 1, 2023, would create a presumption, applicable to the retirement systems that PEPRAs regulate and to specified members in those systems, that would be applied to disability retirements on the basis, in whole or in part, of a COVID-19-related illness. In this circumstance, the bill would require that it be presumed the disability arose out of, or in the course of, the member's employment. The bill would authorize the presumption to be rebutted by evidence to the contrary, but unless controverted, the applicable governing board of a public retirement system would be required to find in accordance with the presumption. The bill would apply this presumption to members employed in specified firefighter, public safety officer, and health care job classifications,	

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		or their functional equivalents, and to members in other job classifications who test positive for COVID-19 during an outbreak of the disease at their places of employment, as defined. This bill contains other existing laws.	
<a href="#">AB 846</a> <a href="#">Low D</a>  Local Agency Public Construction Act: job order contracting.	9/24/2021- A. CHAPTERED 9/24/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 303, Statutes of 2021.	Existing law, the Local Agency Public Construction Act, authorizes job order contracting for school districts and community college districts until January 1, 2022. Existing law requires job order contractors to submit a questionnaire to the school district or community college district containing specified information verified under oath. This bill would change the January 1, 2022, repeal date to January 1, 2027, thereby extending the authorization for job order contracting for school districts and community college districts, and make conforming changes. By extending the operation of those provisions that expand the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 859</a> <a href="#">Irwin D</a>  Mobility devices: personal information.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2021)(May be acted upon Jan 2022)	Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.	

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<a href="#">AB 867</a> <a href="#">Kiley R</a>  Family care leave: child deceased in childbirth.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was INS. on 2/25/2021)(May be acted upon Jan 2022)	Existing unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. This bill would expand eligibility for benefits under the paid family leave program by expanding bonding leave relating to a child's birth to include leave for a parent who was pregnant with a child, if the child dies unexpectedly during childbirth at 37 weeks or more of pregnancy. This bill contains other existing laws.	
<a href="#">AB 885</a> <a href="#">Quirk D</a>  Bagley-Keene Open Meeting Act: teleconferencing.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 2/25/2021)(May be acted upon Jan 2022)	The Bagley-Keene Open Meeting Act (Bagley-Keene Act), requires, with specified exceptions, that all meetings of a state body, as defined, be open and public, and all persons be permitted to attend any meeting of a state body, except as provided. The Bagley-Keene Act, among other things, requires a state body that elects to conduct a meeting or proceeding by teleconference to make the portion of the meeting that is required to be open to the public audible to the public at the location specified in the notice of the meeting. The Bagley-Keene Act requires a state body that elects to conduct a meeting or proceeding by teleconference to post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and requires each teleconference location to be accessible to the public. That law authorizes any meeting of a state body that is an advisory board, advisory commission, advisory committee, advisory subcommittee, or similar multimember advisory body to hold an open meeting by teleconference if the meeting complies with the requirements of the act, except as provided. Existing law requires that when a member of a multimember state advisory body participates remotely the body provide a means by which the public may remotely hear audio of the meeting or remotely observe the meeting. Existing law requires a multimember state advisory body to end or adjourn a meeting if it discovers that a required means of remote access has failed during the meeting, and, if the meeting is to adjourn and reconvene	

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		<p>on the same day, that law requires the body to communicate, among other things, how a member of the public may hear audio of the meeting or observe the meeting. This bill would require a state body that elects to conduct a meeting or proceeding by teleconference to make the portion that is required to be open to the public both audibly and visually observable. The bill would require a state body that elects to conduct a meeting or proceeding by teleconference to post an agenda at the designated primary physical meeting location in the notice of the meeting where members of the public may physically attend the meeting and participate. The bill would extend the above requirements of meetings of multimember advisory bodies that are held by teleconference to meetings of all multimember state bodies. The bill would require a multimember state body to provide a means by which the public may both audibly and visually remotely observe a meeting if a member of that body participates remotely. The bill would further require any body that is to adjourn and reconvene a meeting on the same day to communicate how a member of the public may both audibly and visually observe the meeting. The bill would also make nonsubstantive changes to those provisions. This bill contains other existing laws.</p>	
<p><a href="#">AB 886</a> <a href="#">Chiu D</a>  Victims.</p>	<p>5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)</p>	<p>Existing law defines a “hate crime” as a criminal act committed, in whole or in part, because of actual or perceived characteristics of the victim, including, among other things, race, religion, disability, and sexual orientation. Existing law creates various preconviction diversion programs for persons charged with crimes. Existing law states that restorative justice is a principal policy goal of the state in sentencing for hate crimes. This bill would, subject to an appropriation of funds by the Legislature, create a grant program within the Department of Justice to provide grants to community-based organizations, as defined, for the implementation and operation of restorative justice programs, as defined, that are focused on hate violence, as defined. This bill contains other related provisions and other existing laws.</p>	

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<a href="#">AB 897</a> <a href="#">Mullin D</a> Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)	Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified. This bill contains other related provisions.	
<a href="#">AB 905</a> <a href="#">Quirk D</a> Mobile fueling on-demand tank vehicles: performance standards.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021)(May be acted upon Jan 2022)	(1)Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law makes a violation of a rule or regulation of the state board a misdemeanor. This bill would require the state board to regulate a mobile fueling on-demand tank vehicle, as defined, as a mobile source, and, contingent upon an appropriation by the Legislature for this purpose, to adopt regulations on or before a specified date to control emissions attributable to mobile fueling on-demand tank vehicles and to certify equipment for those vehicles, as provided. The bill would authorize the state board to allow the use of onboard refueling vapor recovery (ORVR) systems to achieve or maintain the standards and procedures adopted in those regulations for the control of gasoline vapors resulting from the motor vehicle fueling operations of a mobile fueling on-demand tank vehicle. As part of those regulations, the bill would require the state board, in consultation with air pollution control and air quality management districts, to adopt regulations to govern the motor vehicle fueling operations of a mobile	

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		fueling on-demand tank vehicle to ensure the protection of public health and safety and the environment. The bill would authorize a district to enter into a memorandum of understanding to enforce the regulations applicable to the motor vehicle fueling operations of a mobile fueling on-demand tank vehicle. Because a violation of those regulations would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 906</a> <a href="#">Carrillo</a> D  Zero-emission trucks: tax and fee exemptions.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was REV. & TAX on 2/25/2021)(May be acted upon Jan 2022)	(1)Existing 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. Those laws provide various exemptions from those taxes. This bill would exempt from those taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.This bill contains other related provisions and other existing laws.	
<a href="#">AB 917</a> <a href="#">Bloom</a> D  Vehicles: video imaging of parking violations.	10/8/21 CHAPTERED -Approved by the Governor. Chaptered by Secretary of State.	Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, 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 city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa 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. Existing law makes these video image records	Co-Sponsor

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		<p>confidential, and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state until January 1, 2027, and to the City and County of San Francisco indefinitely, if the examiner or issuing agency, as specified, of a violation allows for the reduction or waiver of parking penalties for indigent individuals, as defined. The bill would authorize a designated employee or law enforcement agency to decline to issue a ticket, if there is evidence in the video of hardship. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District but would, except as specified, require an operator who implements an automated enforcement system to report to specified committees of the Legislature on the system's effectiveness and impact on traffic outcomes, among other things. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 932</a> <a href="#">Levine D</a>  Cradle-to-Career Grant Program.</p>	<p>5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2021)(May be acted upon Jan 2022)</p>	<p>Existing law requires the Department of Community Services and Development to, among other things, plan and evaluate strategies for overcoming poverty in the state, mobilize resources in support of antipoverty and community services programs, and administer public and private funds designed to support antipoverty programs that are not currently administered by other departments. This bill would require the department to establish and administer the Cradle-to-Career (C2C) Grant Program for the purpose of addressing child poverty and achievement gaps among California children of different races and socioeconomic statuses. Under the bill, C2C grants awarded would be available to community-level or regional networks, as specified. The bill would require the department to convene and facilitate a workgroup to establish common indicators and metrics, an</p>	

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		application process, and additional requirements deemed appropriate to further the purposes of the program. This bill contains other related provisions.	
<a href="#">AB 934</a> <a href="#">Cooley</a> D  Public buildings: shelter in place: guidelines.	9/16/2021- A. CHAPTERED 9/16/2021-Chaptered by Secretary of State - Chapter 174, Statutes of 2021.	Existing law establishes the Department of General Services, under the control of an executive officer known as the Director of General Services, in the Government Operations Agency and vests the department with specified powers and duties pertaining to state-owned real property and state buildings. This bill, no later than March 1, 2022, would require the department to prepare and submit to the Joint Rules Committee a report summarizing current building safety guidelines of the Federal Emergency Management Agency, or similar building safety guidelines, relating to the integration of shelter-in-place facilities in public buildings.	
<a href="#">AB 950</a> <a href="#">Ward</a> D  Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/12/2021)(May be acted upon Jan 2022)	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law authorizes the department to acquire any real property that it considers necessary for state highway purposes. Existing law requires the department to offer to sell or exchange excess real property, as defined, within one year from the date that it is determined by the department to be excess. This bill would authorize the department to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.	
<a href="#">AB 977</a> <a href="#">Gabriel</a> D	9/29/2021- A. CHAPTERED 9/29/2021-Approved by the	(1) Existing law establishes the Multifamily Housing Program administered by the Department of Housing and Community Development. Existing law requires assistance for projects under the program to be provided in the form of deferred payment loans to pay for	

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Homelessness program data reporting: Homeless Management Information System.	Governor. Chaptered by Secretary of State - Chapter 397, Statutes of 2021.	eligible costs of the development, as provided. Existing law also requires that funds appropriated in the 2020 Budget Act or an act related to the 2020 Budget Act, including moneys received from the Coronavirus Relief Fund established by the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic, be disbursed in accordance with the Multifamily Housing Program for specified uses, and provides that the above-described deferred payment loan requirement under the program does not apply to assistance provided pursuant to these provisions, as specified. This bill would require, beginning January 1, 2023, that a grantee or entity operating specified state homelessness programs, including the No Place Like Home Program, as a condition of receiving state funds, to enter Universal Data Elements and Common Data Elements, as defined by the United States Department of Housing and Urban Development Homeless Management Information System Data Standards, on the individuals and families it serves into its local Homeless Management Information System, unless otherwise exempted by state or federal law. The bill would require the Homeless Coordinating and Financing Council to specify the format and disclosure frequency of the required data elements. The bill would apply the data entry requirements to all new state homelessness programs that commence on or after July 1, 2021. The bill would require the Homeless Coordinating and Financing Council to provide technical assistance and guidance to any grantee or entity that operates a program subject to the bill, if the grantee or entity does not already collect and enter into the local Homeless Management Information System the data elements required. The bill would require the Homeless Coordinating and Financing Council to provide the aggregate data summaries collected under these provisions to specified state agencies or departments within 45 days of receipt, as specified. This bill contains other related provisions and other existing laws.	

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<a href="#">AB 984</a> <a href="#">Rivas, Luz D</a> Vehicle identification and registration: alternative devices.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)	Existing law requires a vehicle to display a license plate, issued by the Department of Motor Vehicles, with tabs that indicate the month and year the vehicle registration expires. Existing law authorizes the department to conduct a pilot program, until January 1, 2023, if certain conditions are met, to evaluate the use of alternatives to stickers, tabs, license plates, and registration cards. Under existing law, a person who alters, forges, counterfeits, or falsifies, among other things, a device issued pursuant to the pilot program, is guilty of a felony. This bill would require the department to establish a program authorizing an entity to issue alternatives to stickers, tabs, license plates, and registration cards under specified conditions that include, among others, approval of the alternative devices by the Department of the California Highway Patrol. The bill would make this authorization applicable to environmental license plates and specialized license plates displayed on an alternative device, as specified. The bill would allow the failure or malfunction of an alternative device to be deemed a correctable violation, as specified. The bill would require the provider of the device to build into the device a process for frequent notification if the device becomes defective and would require the provider to seek to replace defective devices as soon as possible. The bill would require an entity seeking approval to issue alternative devices or electronic vehicle registration cards to submit a business plan to the Department of Motor Vehicles, as specified. The bill would authorize the department to adopt regulations to carry out the program, including establishing reasonable fees to reimburse the department for the costs of implementing the program, reporting requirements, and to determine standards necessary for the safe use of alternative products. The bill would make alteration, forgery, counterfeit, or falsification of a device issued pursuant to these provisions a felony. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 992</a> <a href="#">Cooley D</a>	10/7/2021- A. CHAPTERED	Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board,	

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California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	10/7/2021-Chaptered by Secretary of State - Chapter 624, Statutes of 2021.	in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill would specify that peer-to-peer truck sharing platform demonstration is eligible for funding under the program.	
<a href="#">AB 995</a> <a href="#">Gonzalez, Lorena D</a> Paid sick days: accrual and use.	6/4/2021-A. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)	(1)Existing law, with certain exceptions, entitles an employee to paid sick days for certain purposes if the employee works in California for the same employer for 30 or more days within a year from the commencement of employment. Existing law requires the 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. This bill would modify the employer's alternate sick leave accrual method to require that an employee have no less than 40 hours of accrued sick leave or paid time off by the 200th 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 40 hours or 5 days of paid sick leave that is available to the employee to use by the completion of the employee's 200th calendar day of employment. The bill would also provide that an employer is under no obligation to allow an employee's total accrual of paid sick leave to exceed 80 hours or 10 days, as specified. The bill would raise the employer's authorized limitation on the employee's use of carryover sick leave to 40 hours or 5 days. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1001</a> <a href="#">Garcia, Cristina D</a>	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2).	Existing law requires each air pollution control district and each air quality management district (air district) that has a nonattainment area for one or more air pollutants to adopt an expedited schedule for the implementation of best available retrofit control technology	

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Environment: air pollution and mitigation measures for air and water quality impacts.	(Last location was NAT. RES. on 3/4/2021)(May be acted upon Jan 2022)	(BARCT) by the earliest feasible date, but not later than December 31, 2023. Existing law provides that the adopted expedited schedule applies only to each industrial source that, as of January 1, 2017, was subject to a market-based compliance mechanism for the emissions of greenhouse gases adopted by the State Air Resources Board, as provided. This bill would additionally require those air districts to adopt an expedited schedule for the implementation of best available control technology (BACT). The bill would delete the provision applying the expedited schedule only to industrial sources that are subject to the market-based compliance mechanism. The bill would provide that industrial sources that, as of January 1, 2027, were subject to the market-based compliance mechanism and that fail to implement BARCT by December 31, 2023, are not eligible to participate in the market-based compliance mechanism. Because this bill would impose additional duties on air districts, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1017</a> <a href="#">Quirk-Silva D</a> Public restrooms: Right to Restrooms Act of 2021.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)	Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require each local government, as defined, to complete an inventory of public restrooms owned and maintained by the local government, either directly or by contract, that are available to the general population in its jurisdiction. The bill would require local governments to report their findings to the State Department of Public Health, which would be required to compile the information in a report to the Legislature, as provided. The bill would require each local government to make its inventory available to agencies and service providers that work directly with homeless populations within the local government's jurisdiction and, with certain exceptions, to make the inventory	

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		available on its internet website, as specified. The bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1028</a> <a href="#">Seyarto</a> R  Telework Flexibility Act.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E. on 3/4/2021)(May be acted upon Jan 2022)	Existing law, with various exceptions, generally establishes 8 hours as a day's work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hours worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified. The authorization would apply only if an employee is working remotely and not under the physical control of the employer. The bill would require that the flexible work schedule contain specified information and the employer's and the employee's original signatures. The bill would except split shift premiums from application to the work of employees who are working an employee-selected remote work flexible work schedule. The bill would require the Division of Labor Standards Enforcement in the Department of Industrial Relations to enforce this provision and adopt regulations. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1029</a> <a href="#">Mullin</a> D  Housing elements: prohousing local policies.	9/28/2021- A. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 353, Statutes of 2021.	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies. This bill contains other related provisions and other existing laws.	

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<a href="#">AB 1033</a> <a href="#">Bauer-Kahan D</a> California Family Rights Act: parent-in- law: small employer family leave mediation: pilot program.	9/27/2021- A. CHAPTERED 9/27/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 327, Statutes of 2021.	Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to enforcement of civil rights laws with respect to housing and employment and to protect and safeguard the right of all persons to obtain and hold employment without discrimination based on specified characteristics or status. Existing law grants the department the power to receive, investigate, conciliate, mediate, and prosecute complaints alleging unlawful employment practices. This bill would additionally include leave to care for a parent-in-law within the definition of family care and medical leave, and would make other conforming changes. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1035</a> <a href="#">Salas D</a> Department of Transportation and local agencies: streets and highways: recycled materials.	9/15/2021-A. ENROLLED 9/15/2021-Enrolled and presented to the Governor at 5 p.m.	The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Existing law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials. Existing law requires a local agency that has jurisdiction over a street or highway to either adopt these standards developed by the Department of Transportation or to discuss at a public hearing why the standards are not being adopted. Existing law requires the State Procurement Officer, when purchasing materials to be used in paving or paving subbase for use by the Department of Transportation and any other state agency that provides road construction and repair services, to contract for those items that use recycled material in those materials, unless the Director of Transportation determines that the use of the materials is not cost effective. This bill would require the department and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material	

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		recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, beginning January 1, 2023, a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1037</a> <a href="#">Grayson D</a>  Infrastructure construction: digital construction management technologies.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 8/23/2021)(May be acted upon Jan 2022)	Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, establishes the Infrastructure and Economic Development Bank and authorizes it to, among other things, issue bonds, make loans, and provide other financial assistance to various types of projects that constitute economic development facilities or public development facilities. This bill would require the Department of General Services to develop guidance, policies, and procedures for the integration and development of digital construction technologies for use on a civil infrastructure project, as defined, that is developed by specified state entities and has a state project cost of greater than \$50,000,000. The bill would require the guidance, policies, and procedures to be published in the State Administrative Manual and the State Contracting Manual, as appropriate, by January 1, 2023. The bill would require the guidance, policies, and procedures to include, among other things, the method for a state department to implement a requirement that a bid or proposal for a civil infrastructure project contract include a digital construction management plan, as specified.	
<a href="#">AB 1041</a> <a href="#">Wicks D</a>	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was	(1)Existing law, commonly known as the California Family Rights Act, makes it an unlawful employment practice for any government employer or employer with 5 or more employees to refuse to grant a request by any employee with more than 12 months of service with the employer, and who has at least 1,250 hours of service with the employer	

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Employment: leave.	INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)	during the previous 12-month period or who meets certain other requirements, to take up to a total of 12 workweeks in any 12-month period to, among other things, bond with a new child of the employee or to care for themselves or a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner, as specified.This bill would expand the population that an employee can take leave to care for to include a designated person. The bill would define “designated person” to mean a person identified by the employee at the time the employee requests family care and medical leave. The bill would authorize an employer to limit designation of a person, as prescribed.This bill contains other related provisions and other existing laws.	
<a href="#">AB 1042 Jones-Sawyer D</a> Skilled nursing facilities: unpaid penalties: related parties.	10/4/2021- A. CHAPTERED 10/4/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 475, Statutes of 2021.	The Long-Term Care, Health, Safety, and Security Act of 1973 generally requires the State Department of Public Health to license and regulate long-term health care facilities and to establish an inspection and reporting system to ensure that long-term health care facilities are in compliance with state statutes and regulations. The term “long-term health care facility” includes, among other types of facilities, a skilled nursing facility.This bill would, beginning January 1, 2023, expressly authorize the department, if a licensee provider fails to pay specified penalties in full when all appeals have been exhausted and the department’s position has been upheld, to give written notice to the licensee provider and related parties in which the licensee provider has an ownership or control interest of 5% or more that the department may take appropriate legal action to recover the unpaid penalty amount from the licensee provider’s financial interest in the related party. The bill would also require the department, if it determines after 2 notifications that the related parties are not financially viable or recovery is unlikely, to document that determination, as specified. This bill also would require the department to give written notice to related parties when a citation has been issued against a facility licensee, and to advise the related parties of the potential action if the violation is not remedied and penalties are assessed.This bill contains other related provisions and other existing laws.	

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<a href="#">AB 1043</a> <a href="#">Bryan D</a> Housing programs: rental housing developments: affordable rent.	9/28/2021- A. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 354, Statutes of 2021.	Existing law, the Zenovich-Moscone-Chacon Housing and Home Finance Act, prohibits “affordable rent” for certain rental housing developments that receive assistance on or after January 1, 1991, from exceeding a specified percentage based on the area median income adjusted for family size and whether the household is an extremely low income household, very low income household, lower income household, or moderate-income household. This bill, for leases entered into on or after January 1, 2022, would additionally prohibit “affordable rent” for certain rental housing developments that receive assistance from exceeding the product of 30 percent times 15 percent of the area median income adjusted for family size appropriate for the unit if the household is an “acutely low income household,” as defined to mean persons and families whose incomes do not exceed 15 percent of area median income, adjusted for family size, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1047</a> <a href="#">Daly D</a> Road Repair and Accountability Act of 2017: reporting internet website.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/28/2021)(May be acted upon Jan 2022)	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017, commonly known as SB 1, establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.	

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<a href="#">AB 1048</a> <a href="#">Cooper D</a> Alameda Health System Hospital Authority: labor negotiations.	9/28/2021- A. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 379, Statutes of 2021.	Existing law establishes an independent public agency to manage, administer, and control the Alameda Health System, which is known as the Alameda Health System Hospital Authority. The hospital authority is governed by a board that is appointed by the Board of Supervisors of the County of Alameda. Existing law prescribes the characteristics of employees of the hospital authority who are and are not authorized to participate in the Alameda County Employees' Retirement Association at the time the provisions authorizing the creation of the hospital authority become effective. Existing law generally prohibits a person employed by the hospital authority on or before the date these provisions became effective who was not qualified for membership in the Alameda County Employees' Retirement Association at that time from becoming qualified for membership as a result of subsequent employment with the hospital authority. This bill would repeal the above-described prohibition on certain employees of the Alameda Health System Hospital Authority qualifying for membership in the Alameda County Employees' Retirement Association. The bill, during a specified time period, would require that a request to meet and confer by a recognized union or bargaining agent result in the reopening of an effective memorandum of understanding for the purpose of negotiating an agreement regarding the inclusion of certain people within the applicable bargaining unit in the Alameda County Employees' Retirement Association. The bill would authorize a side letter or similar agreement to be negotiated in lieu of reopening the memorandum of understanding. The bill would prescribe membership tier requirements for people who are members of the Alameda County Employees' Retirement Association and who transfer, reassign, or are hired, as specified, which would apply if the facility or hospital authority and a recognized union or bargaining agent agree to include people within an applicable bargaining unit participating in the Alameda County Employees' Retirement Association. The bill would delete a provision relating to people who are not members of the Alameda County Employees' Retirement Association in connection with the characteristics of people who may become a member of the association, subject to a memorandum of understanding, as specified.	

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<a href="#">AB 1049</a> <a href="#">Davies R</a>  Public Transportation Account: loan repayment.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was TRANS. on 3/4/2021)(May be acted upon Jan 2022)	Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing 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 (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.	
<a href="#">AB 1056</a> <a href="#">Grayson D</a>  Infrastructure financing: industrialized housing.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)	Existing law establishes the Department of Housing and Community Development (department) and sets forth its powers and duties including functioning as the principal state department responsible for coordinating federal-state relationships in housing and community development, except for housing finance. Those duties include, among other things, administration of the Emergency Housing and Assistance Program. This bill would require the department and the bank to develop a proposed program, as specified, to invest in the building of offsite industrialized housing to support the policy goal of increasing the state's capacity to quickly respond to additional housing needs precipitated by homelessness, wildfires, COVID-19, or other emergency situations. The bill would require the department and the bank to report its recommendations to the Legislature by January 1, 2023, including whether and how industrialized housing would alleviate the state's housing,	

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		homelessness, and disaster response needs. The bill would preclude implementation of the recommended programs unless approved by a subsequent act of the Legislature. This bill contains other existing laws.	
<a href="#">AB 1068</a> <a href="#">Santiago</a> D  Affordable housing: alternative forms of development: model plan.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/4/2021)(May be acted upon Jan 2022)	Existing law continues into existence the Department of Housing and Community Development (HCD) in the Business, Consumer Services, and Housing Agency. Under existing law, HCD is required to update and revise the California Statewide Housing Plan, which provides, among other things, a housing strategy that coordinates the housing assistance and activities of state and local agencies, including the provision of housing assistance for various populations. This bill would require HCD to create a model plan for the use of alternative forms, as defined, of developing affordable housing for the purpose of substantially reducing the cost of a unit of affordable housing. The bill would require the model plan to be used in state agency decisions in all state-subsidized housing loan and grant programs. The bill would also require a local agency, nonprofit affordable housing sponsor, private entity, or individual that receives surplus state real property from the state to use the model plan to guide any housing development on that property. The bill would make findings and declarations in this regard. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1069</a> <a href="#">Lackey</a> R  Zero-emission passenger vehicles: underrepresented communities.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2021)(May be acted upon Jan 2022)	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would establish a goal of the state for 60% of new zero-emission passenger vehicles sold in the state for noncommercial private use to be purchased by or on behalf of persons from an underrepresented community, as defined. The bill would prohibit the state board	

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		from pursuing strategies to implement any goal for zero-emission passenger vehicle sales established by statute or executive order unless those strategies are also designed to achieve the goal established by this bill simultaneously. The bill would also require the state board to annually post a zero-emission vehicle equity report on its internet website describing the state's progress towards achieving the zero-emission vehicle equity goal. This bill contains other existing laws.	
<a href="#">AB 1071</a> <a href="#">Rodriguez D</a>  Office of Emergency Services: tabletop exercises.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was APPR. SUSPENSE FILE on 7/15/2021)(May be acted upon Jan 2022)	Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency, and local officials and local governments to proclaim a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist. Existing law establishes the Office of Emergency Services (OES) within the office of the Governor and sets forth its powers and duties relating to responsibility over the state's emergency and disaster response services for natural, technological, or manmade disasters and emergencies, including responsibility for activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would require OES to biennially convene key personnel and agencies that have emergency management roles and responsibilities to participate in tabletop exercises in which the participant's emergency preparedness plans are discussed and evaluated under various simulated catastrophic disaster situations, as specified. This bill contains other related provisions.	
<a href="#">AB 1076</a> <a href="#">Kiley R</a>  Automated license plate recognition	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)	Existing law defines an automated license plate recognition (ALPR) system as a searchable computerized database resulting from the operation of one or more mobile or fixed cameras combined with computer algorithms to read and convert images of registration plates and the characters they contain into computer-readable data. Existing law imposes specified requirements on an ALPR operator and an ALPR end-user including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. This	

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systems: model policy.		bill would require the Department of Justice to draft and make available on its internet website an ALPR system policy template for local law enforcement agencies. This bill would additionally require the department to develop and issue guidance for local law enforcement agencies to help them identify and evaluate the types of data they are storing in their systems, as specified.	
<a href="#">AB 1087</a> <a href="#">Chiu D</a> Environmental Justice Community Resilience Hubs Program.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to ensure that 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 adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The state board is authorized to include market-based compliance mechanisms to comply with the regulations. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. Beginning with the fiscal year commencing July 1, 2022, and ending with the fiscal year ending June 30, 2027, except as provided, this bill would require the PUC to annually allocate 5% of the revenues received by the electrical corporations from that allocation of greenhouse gas allowances to the Environmental Justice Community Resilience Hubs Program, which would require each electrical corporation to award those allocated revenues to a single third-party administrator, selected by the commission, that will award competitive grants to owners of critical community institutions, meeting eligibility criteria established by the PUC, for building upgrade projects that demonstrate community engagement in all phases, demonstrate multistakeholder partnerships, reflect the geographic diversity of the state, and are installed at critical community institutions. The bill would require the PUC to select a third-party administrator by no later than March 1,	

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		<p>2023, and require that the program be operational and begin processing applications by no later than July 1, 2023. The bill would require that the program be jointly operated among all the participating electrical corporations and be consistent across the utility territories. The bill would require the third-party administrator ensure that program moneys from each utility are used only for projects located in the service territory of that utility from which the moneys are received and to provide technical assistance to program applicants. The bill would prohibit more than 10% of those allocated revenues from being used for administration, technical assistance, and outreach. The bill would require the PUC to establish requirements relating to hiring, wages, apprenticeship programs, and workforce standards for the program. This bill contains other existing laws.</p>	
<p><a href="#">AB 1088</a> <a href="#">Mayes I</a>  California Procurement Authority.</p>	<p>4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. &amp; E. on 3/4/2021)(May be acted upon Jan 2022)</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. The California Constitution authorizes the commission to fix the rates and establish rules for all public utilities, subject to control by the Legislature. The California Constitution provides that the Legislature has plenary authority, unlimited by the other provisions of the constitution, to confer additional authority upon the commission that is cognate and germane to the regulation of public utilities. This bill would establish the California Procurement Authority as a central procurement entity to ensure that load-serving entities collectively have adequate electrical resources, both in the short run and long run, as are necessary to ensure resource adequacy and to achieve the purposes of the integrated resource planning process. The bill would require the commission, in consultation with the Independent System Operator and the Office of the Ratepayer Advocate, to develop an implementing framework for the authority through a public process by January 1, 2023, and would require the commission to ensure that the authority is operational by January 1, 2024. The bill would require the authority to procure electrical resources to meet the collective procurement needs identified by the commission pursuant to the resource adequacy and integrated resource planning statutes</p>	

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		<p>that are not fulfilled by self-procurement by load-serving entities whether because a load-serving entity elected to not procure their proportionate share of those resource requirements identified by the commission or because they are unable to procure sufficient resources to meet their proportionate share of those requirements. If an electrical corporation voluntarily elects to cease procuring electricity to serve the bundled service customers in its service territory, or otherwise is unable to serve its bundled service customers, the bill would require the authority to serve those customers. The bill would require the authority to serve as the provider of last resort for all customers in an electrical corporation’s distribution service territory, except where the electrical corporation serves as the provider of last resort or where a load-serving entity has been approved by the commission to serve as the provider of last resort. If an electrical corporation voluntarily elects to cease providing electricity to retail customers in its service territory, for any customer not served by a community choice aggregator or an electric service provider, the bill would require that the authority serve as the provider of last resort, except where another load-serving entity is designated by the commission to serve as the provider of last resort. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">AB 1090</a>  <a href="#">Quirk-Silva D</a>                      Legislative Task Force on the California Master Plan on Homeownership.</p>	<p>5/25/2021-A. 2 YEAR                      5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)</p>	<p>Existing law establishes the California Statewide Housing Plan to serve as a state housing plan for all relevant purposes. Existing law requires that the plan incorporate, among other things, a statement of housing goals, policies, and objectives and that the Department of Housing and Community Development update and provide a revision of the plan to the Legislature every 4 years. Existing law establishes the California Housing Finance Agency (CalHFA) within the Department of Housing and Community Development, administered by a board of directors, with the primary purpose of meeting the housing needs of persons and families of low or moderate income. Existing law requires the Governor, subject to confirmation by the Senate, to appoint an executive director of CalHFA and requires the executive director, subject solely to supervision by the board of directors, to administer and</p>	

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		direct the day-to-day operations of CalHFA. This bill would establish the Legislative Task Force on the California Master Plan on Homeownership. The bill would require the Executive Director of CalHFA to serve as the chair of the task force and to appoint a homeownership advisory committee, as provided. The bill would require the task force to evaluate policy and regulatory impediments to increasing the rate of homeownership for Californians and, no later than October 31, 2022, to develop a final report that includes specified information and recommendations and submit that report to the Legislature. The bill would make findings in this regard.	
<a href="#">AB 1091</a> <a href="#">Berman</a> D  Santa Clara Valley Transportation Authority: board of directors.	6/4/2021-A. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/27/2021)(May be acted upon Jan 2022)	Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.	
<a href="#">AB 1110</a> <a href="#">Rivas,</a> <a href="#">Robert</a> D  Zero-emission vehicles: Clean	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on	(1)Existing law, the Economic Revitalization Act, establishes the Governor’s Office of Business and Economic Development (GO-Biz) within the Governor’s office, under the direct control of a director who is responsible to, and appointed by, the Governor. Existing law requires GO-Biz to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the Clean Vehicles	

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Vehicles Ombudsperson: Climate Catalyst Revolving Loan Fund Program.	9/9/2021)(May be acted upon Jan 2022)	Ombudsperson, to be appointed by and report directly to the Director of GO-Biz, and would require the ombudsperson to consult with appropriate entities in identifying available programs and incentives offered by the state that can help to reduce costs and increase participation in a statewide contract or leveraged procurement agreement, as described below. The bill would also require the ombudsperson to convene 2 or more workshops of an advisory committee to aid the ombudsperson in identifying and publishing best practices in adopting zero-emission fleet vehicles for public agencies and identifying appropriate candidate vehicles for bulk purchase, leveraged procurement, or other means of widespread adoption by public entities, as specified. The bill would also require the ombudsperson to develop, and recommend that DGS adopt, criteria for evaluating vehicle purchase options or other means of widespread and streamline adoption options, as provided. The bill would repeal these provisions establishing and setting forth the powers and duties of the ombudsperson as of January 1, 2027. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1116</a> <a href="#">Friedman D</a> High-Speed Rail Authority: oversight: Legislative Analyst's Office.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2021)(May be acted upon Jan 2022)	Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill would require the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any entity contracting	

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		with the authority, to provide to the Legislative Analyst’s Office any information that it requests and to permit representatives of the Legislative Analyst’s Office to attend the authority’s internal meetings. The bill would repeal these requirements on January 1, 2031.	
<a href="#">AB 1147</a> <a href="#">Friedman</a> D  Regional transportation plan: Active Transportation Program.	9/10/2021-A. ENROLLED 9/10/2021-Enrolled and presented to the Governor at 4 p.m.	(1)Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs.This bill would require the council to convene key state agencies, metropolitan planning agencies, regional transportation agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by July 1, 2023, and additionally assess, among other things, barriers to the achievement of, and recommend actions at the state, regional, and local levels to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, as specified.This bill contains other related provisions and other existing laws.	
<a href="#">AB 1157</a> <a href="#">Lee</a> D  Controller: transportation funds: distribution and reporting requirements.	9/22/2021- A. CHAPTERED 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 205, Statutes of 2021.	Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds.This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.This bill contains other related provisions and other existing laws.	

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<a href="#">AB 1174</a> <a href="#">Grayson D</a> Planning and zoning: housing: development application modifications, approvals, and subsequent permits.	9/16/2021- A. CHAPTERED 9/16/2021-Chaptered by Secretary of State - Chapter 160, Statutes of 2021.	The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located satisfy specified location, urbanization, and zoning requirements. Existing law provides that a development approved pursuant to the streamlined, ministerial approval process is valid indefinitely if specified requirements are met, and otherwise is valid, except as provided, for 3 years from the date of the final action establishing that approval and remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Existing law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. Existing law defines “affordable rent” for purposes of this streamlined, ministerial approval process. This bill would clarify the requirements that must be met for an approved development to be valid indefinitely. The bill would also provide that, alternatively, approval for an approved development is valid for 3 years from the date of the final judgment upholding the development’s approval if litigation is filed challenging that approval. The bill would revise construction requirements to be met for approval to remain valid. The bill would provide that if the development proponent requests a modification, then the time during which the approval is valid is extended, as specified. The bill would specify that these changes also apply retroactively to developments approved prior to January 1, 2022. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1175</a> <a href="#">Aguiar-Curry D</a> Division of	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. & E.	Existing law, the California Occupational Safety and Health Act of 1973, vests the Division of Occupational Safety and Health within the Department of Industrial Relations with the power, jurisdiction, and supervision over every employment and place of employment, which is necessary adequately to enforce and administer all laws and lawful standards and	

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Occupational Safety and Health: inspections and investigations: advance notice.	on 3/11/2021)(May be acted upon Jan 2022)	orders, or special orders requiring such employment and place of employment to be safe, and requiring the protection of the life, safety, and health of every employee in such employment or place of employment, including to inspect and investigate employments and places of employment, as prescribed. The Occupational Safety and Health Administration (OSHA), except as provided, prohibits a person or employer from being given advance warning of an inspection or investigation by any authorized representative of the division. OSHA authorizes the Chief of the Division of Occupational Safety and Health or an authorized representative to permit advance notice of an inspection or investigation as prescribed by the Director of Industrial Relations. OSHA prohibits the authorization of advance notice when the investigation or inspection is to be made as a result of an employee complaint, unless there is imminent danger to the health or safety of an employee or employees. OSHA makes it a crime, punishable as prescribed, for any person to give unauthorized advance notice of any inspection to be conducted. This bill would revise those advance warning provisions to prohibit any representative of the division from giving advance notice of an inspection or investigation to an employer or other person unless authorized under OSHA. The bill would authorize the chief or their authorized representatives to permit advance notice of an inspection or investigation when advance notice is necessary to ensure availability of essential personnel or access to the site, equipment, or process, as prescribed by the director. The bill would delete the prohibition on the authorization of advance notice when the investigation or inspection is to be made as a result of an employee complaint. The bill would expand the crime to apply to unauthorized advance notice of an investigation to be conducted, thereby imposing 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.	

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<a href="#">AB 1179</a> <a href="#">Carrillo</a> D  Employer provided benefit: backup childcare.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2021)(May be acted upon Jan 2022)	Existing law, the Healthy Workplaces, Healthy Families Act of 2014, requires employers to provide an employee, who works in California for 30 or more days within a year from the commencement of employment, with paid sick days for prescribed purposes, to be accrued at a rate of no less than one hour for every 30 hours worked. Existing law authorizes an employer to limit an employee's use of paid sick days to 24 hours or 3 days in each year of employment. This bill would require an employer to provide an employee, on or after January 1, 2022, who works in California for the same employer for 30 or more days within a year from the commencement of employment, with up to 60 hours of paid backup childcare benefits, to be accrued and used as provided. The bill would define "backup childcare" as childcare provided by a qualified backup childcare provider to the employee's child when the employee's regular childcare provider cannot be utilized, and "paid backup childcare" as an employee benefit consisting of the employer paying for a qualified backup childcare provider to provide backup childcare for an employee's child that is compensated at the state minimum wage or the federal minimum wage, whichever is higher. This bill contains other related provisions.	
<a href="#">AB 1180</a> <a href="#">Mathis</a> R  Local governments: surplus land: tribes.	7/9/2021-A. CHAPTERED 7/9/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 62, Statutes of 2021.	Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law defines "exempt surplus land" for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided. Existing law categorizes as "exempt surplus land," surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," land transferred by a local agency to a federally recognized California Indian tribe.	
<a href="#">AB 1205</a> <a href="#">Frazier</a> D  State Air	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT.	Existing law provides that the State Air Resources Board shall consist of 14 voting members, 12 of whom shall be appointed by the Governor, with the consent of the Senate, one of whom shall be appointed by the Senate Committee on Rules, and one of whom shall be appointed by the Speaker of the Assembly. This bill would require, as of January 1,	

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Resources Board: elections.	RES. on 3/18/2021)(May be acted upon Jan 2022)	2025, that the state board consist of 14 voting members, 11 of whom shall be elected by district voters and 3 of whom shall be appointed by the Governor, the Senate pro Tempore, and the Speaker of the Assembly. The bill would provide that each elected state board member shall serve a 4-year term commencing on January 1 of the calendar year following a statewide election, with the first state board election occurring in 2024, and that no elected state board member shall serve more than a total of 3 terms. The bill would provide that the office of an elected state board member shall be a nonpartisan office, subject to the provisions specified in the Elections Code for nominations and elections. The bill would require the state board, on or before January 1, 2023, and within one year of each federal decennial census, to establish and adopt 11 districts within the state, as provided, and develop a map depicting the geographical boundaries of each district. The bill would require the state board to engage the public, as specified, prior to adopting the district boundaries and map. The bill would require that a vacancy of an elected state board position be filled by the Governor within 30 days of the date on which the vacancy occurs, and would identify the process pursuant to which an elected state board member may be recalled.	
<a href="#">AB 1217 Rodriguez D</a> Personal protective equipment: stockpile.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)	Existing law requires, on or before January 1, 2022, the State Department of Public Health and the Office of Emergency Services, in coordination with other state agencies, to establish a personal protective equipment (PPE) stockpile, upon appropriation and as necessary. Existing law further requires the department, informed by the recommendations of the Personal Protective Equipment Advisory Committee, to establish guidelines for its procurement, management, and distribution of PPE. This bill would authorize the department to rotate PPE in the stockpile by selling the PPE to a nonprofit agency, local government, or provider, and by contracting to purchase PPE on behalf of a local government or provider. The bill would require a nonprofit agency, local government, or provider that obtains PPE pursuant to these provisions to reimburse the department for the	

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		costs of the PPE. The bill would also make a technical change to the date in these provisions.	
<a href="#">AB 1220</a> <a href="#">Rivas, Luz D</a>  Homelessness: California Interagency Council on Homelessness.	9/29/2021- A. CHAPTERED 9/29/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 398, Statutes of 2021.	Existing law requires the Governor to establish the Homeless Coordinating and Financing Council and appoint up to 19 members of that coordinating council, including the Secretary of Business, Consumer Services and Housing, or the secretary's designee, to serve as the chair of the coordinating council. Existing law requires that the coordinating council be under the direction of an executive director, who is under the direction of the Business, Consumer Services and Housing Agency, and staffed by employees of that agency. This bill would rename the council to the California Interagency Council on Homelessness and would remove authorization for the Secretary of the Business, Consumer Services and Housing's designee to serve as chair of the council. The bill would instead require the Secretary of the Business, Consumer Services and Housing Agency and the Secretary of the California Health and Human Services Agency to serve as cochairs of the council. The bill would make other changes to the council's membership, including adding 5 new members, as specified. The bill would require the council to seek guidance from and meet with an advisory committee to the council, consisting of specified members. The bill would also provide that the appointed members of the council or committees serve at the pleasure of their appointing authority. The bill would require a state agency or department that administers one or more state homelessness programs, as described, upon request of the council, to participate in council workgroups, task forces, or other similar administrative structures and to provide to the council any relevant information regarding those state homelessness programs. The bill would also make conforming changes. This bill contains other existing laws.	
<a href="#">AB 1226</a> <a href="#">McCarty D</a>	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15).	Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the	

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Capitol Corridor rail line: capital improvements: appropriation.	(Last location was TRANS. on 3/4/2021)(May be acted upon Jan 2022)	Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.	
<a href="#">AB 1232</a> <a href="#">McCarty</a> D  Construction documents.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/19/2021)(May be acted upon Jan 2021)	Existing law requires a contract for construction to contain specified information regarding the names, addresses, and places of business of various parties to the contract.This bill would make a nonsubstantive change to this provision.	
<a href="#">AB 1235</a> <a href="#">Patterson</a> R  High-speed rail: legislative oversight.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/11/2021)(May be acted upon Jan 2022)	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided.This bill would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to	

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		guide decisions concerning the state’s programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson’s designee, to attend meetings of any internal governance committees related to project oversight, as provided.	
<a href="#">AB 1236</a> <a href="#">Ting D</a>  Healing arts: licensees: data collection.	6/4/2021-A. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)	Existing law requires the Board of Registered Nursing, the Physician Assistant Board, the Respiratory Care Board of California, and the Board of Vocational Nursing and Psychiatric Technicians of the State of California to regulate and oversee the practice of healing arts within their respective jurisdictions and to, among other things, collect and report specific demographic data relating to their licensees, subject to a licensee’s discretion to report their race or ethnicity, to the Office of Statewide Health Planning and Development. Existing law requires these boards to collect this data at least biennially, at the times of both issuing an initial license and issuing a renewal license. Existing law also authorizes the Board of Registered Nursing to expend \$145,000 to implement these provisions. This bill would repeal those provisions and would, instead, require all boards that oversee healing arts licensees to request at the time of electronic application for a license and license renewal, or at least biennially, specified demographic information from its licensees and, if designated by the board, its registrants and to post the information on the internet websites that they each maintain. The bill would specify that licensees and registrants shall not be required to provide the requested information. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1238</a> <a href="#">Ting D</a>  Pedestrian access.	9/20/2021-A. ENROLLED 9/20/2021-Enrolled and presented to the Governor at 3 p.m.	Existing law makes various provisions relating to the rules of the road, including, but not limited to, traffic signs, symbols, and markings, and pedestrians’ rights and duties. Under existing law, a violation of these provisions is an infraction. This bill would eliminate that prohibition until January 1, 2029. This bill contains other related provisions and other existing laws.	

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<a href="#">AB 1260</a> <a href="#">Chen R</a> California Environmental Quality Act: exemptions: transportation-related projects.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains, provided certain requirements are met, including giving prior notice to the public and holding a noticed public meeting, as provided. This bill contains other existing laws.	
<a href="#">AB 1296</a> <a href="#">Kamlager D</a> South Coast Air Quality Management District: district board: membership.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 3/4/2021)(May be acted upon Jan 2021)	Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law assigns the responsibility for controlling air pollution for sources other than vehicular sources to an air pollution control district or air quality management district. Existing law establishes the South Coast Air Quality Management District as the district with the responsibility for controlling air pollution from sources other than vehicular sources in the South Coast Air Basin. Existing law establishes a district board consisting of 13 members to govern the south coast district. Existing law requires one member of the district board to be appointed by the Senate Committee on Rules and one member to be appointed by the Speaker of the Assembly. This bill would increase the number of members of the district board of the south coast district to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.	

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<a href="#">AB 1327</a> <a href="#">Ting D</a>  Aging in place: home modification.	6/4/2021-A. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)	Existing law, subject to an appropriation, requires the California Department of Aging, in consultation with the California Commission on Aging, to enter into a contract with a research-based university gerontology department, as specified, to develop information and materials relating to the concept of “aging in place” and the benefits of home modification for seniors. Existing law requires the department to distribute that information to area agencies on aging and other appropriate entities. This bill would require the department to update the above information and materials, as specified, to include information on the benefits of accessory dwelling units as a type of home modification to help Californians age in place, and to prominently post the distributed information on its internet website.	
<a href="#">AB 1332</a> <a href="#">Flora R</a>  Local government ordinances.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/19/2021)(May be acted upon Jan 2021)	Existing law authorizes any local agency to enact any ordinance that adopts a code by reference if the referenced code is specified in the title of the ordinance. Existing law requires that after the first reading of the title of the adopting ordinance, and of the title of the code to be adopted thereby, and of the title of the secondary codes therein adopted by reference, the legislative body shall make copies of the primary code and also copies of the secondary codes, if any, being considered for adoption, open to public inspection with the clerk of the legislative body. Existing law prohibits, however, the adoption by reference of any penalty clauses that may appear in any code that is adopted by reference; a penalty clause may be enacted only if set forth in full, and published, in the adopting ordinance. This bill would make nonsubstantive changes to the latter provision.	
<a href="#">AB 1337</a> <a href="#">Lee D</a>  Transportation: San Francisco Bay Area Rapid Transit District:	10/5/2021- A. CHAPTERED 10/5/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 534, Statutes of 2021.	(1)Under existing law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which BART owes policing responsibilities to a local	

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policing responsibilities.		government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1360</a> <a href="#">Santiago</a> D Project Roomkey.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)	Existing law establishes 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. In March 2020, the California Department of Social Services established Project Roomkey to coordinate with local agencies and nonprofits to provide shelter options to homeless persons recovering from, or exposed to, COVID-19. This bill would require each city, county, or city and county to make every effort to ensure that individuals housed pursuant to Project Roomkey do not return to homelessness. The bill would require each city, county, or city and county to develop a plan to accomplish that result, and would specify the criteria the city, county, or city and county must consider in developing the plan. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1370</a> <a href="#">Quirk-Silva</a> D Housing element: annual report: housing units.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/18/2021)(May be acted upon Jan 2022)	Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Existing law requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require that the annual report include the total number of housing units that received a certificate of occupancy in the prior year. The bill would	

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		require this information to also specify the total number of housing units constructed that were approved pursuant to a specified streamlined, ministerial approval process and the total number of accessory dwelling units constructed that were approved by the city or county, as specified. By adding to the reporting requirements imposed on cities and counties, 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.	
<a href="#">AB 1372</a> <a href="#">Muratsuchi D</a>  Right to temporary shelter.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/4/2021)(May be acted upon Jan 2022)	Existing law authorizes a governing body of a political subdivision, as those terms are defined, to declare a shelter crisis if the governing body makes a specified finding. Upon declaration of a shelter crisis, existing law, among other things, suspends certain state and local laws, regulations, and ordinances, including those prescribing standards of housing, health, or safety, to the extent that strict compliance would prevent, hinder, or delay the mitigation of the effects of the shelter crisis and allows a city, county, or city and county, in lieu of compliance, to adopt by ordinance reasonable local standards and procedures for the design, site development, and operation of homeless shelters and the structures and facilities therein. This bill would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill would require the city or county, as applicable, to provide a rent subsidy, as specified, if it is unable to provide temporary shelter. The bill would authorize a person who is homeless to enforce the bill's provisions by bringing a civil action. The bill would require a court to award specified remedies and penalties upon finding a violation of the bill's provisions, including by requiring the city or county, as	

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		applicable, to provide the person who is homeless with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1384</a> <a href="#">Gabriel D</a>  Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)	Existing law requires the Natural Resources Agency to release a draft of the state’s climate adaptation strategy, known as the Safeguarding California Plan, by January 1, 2017, and every 3 years thereafter, to update the plan by July 1, 2017, and every 3 years thereafter, and to coordinate with other state agencies to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. Existing law requires, to address the vulnerabilities identified in the plan, state agencies to maximize specified objectives. This bill would instead require the agency to release the draft plan by January 1, 2024, and every 3 years thereafter, and to update the plan by July 1, 2024, and every 3 years thereafter. The bill would require the agency to also coordinate with the Office of Planning and Research and identify, among other things, vulnerabilities to climate change for vulnerable communities, an operational definition of “climate resilience” for each sector and for vulnerable communities, special protections of vulnerable communities and industries that are disproportionately impacted by climate change, opportunities to improve policy and budget coordination across jurisdictions, and timetables and specific metrics to measure and evaluate the state’s progress in implementing the plan. The bill would require each lead agency or group of agencies to be informed, at a minimum, by specified documents and climate science research in identifying the vulnerabilities to climate change. The bill would require state agencies to also maximize the objective of prioritizing equity by ensuring public expenditures that address climate change adaptation prioritize protecting vulnerable communities, rectifying intersectional and systemic inequities, and enhancing low-income and vulnerable communities’ abilities to weather the impacts of climate change. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private	

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		capital investment to help with loans and other incentives to attain the goals established pursuant to these provisions.	
<a href="#">AB 1391</a> <a href="#">Chau D</a>  Unlawfully obtained data.	10/6/2021- A. CHAPTERED 10/6/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 594, Statutes of 2021.	Existing law, the California Consumer Privacy Act of 2018, authorizes a consumer whose nonencrypted and nonredacted personal information, as defined, is subject to an unauthorized access and exfiltration, theft, or disclosure as a result of a business' violation of the duty to implement and maintain reasonable security procedures and practices appropriate to the nature of the information to protect the personal information may institute a civil action, as specified. This bill would make it unlawful for a person to sell data, or sell access to data, that the person has obtained or accessed pursuant to the commission of a crime and would also make it unlawful for a person, who is not an authorized person, as defined, to purchase or use data from a source that the person knows or reasonably should know has obtained or accessed that data through the commission of a crime.	
<a href="#">AB 1395</a> <a href="#">Muratsuchi D</a>  The California Climate Crisis Act.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/10/2021)(May be acted upon Jan 2022)	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. 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 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, the California Climate Crisis Act, would declare the policy of the state both to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter, and to ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 levels. The bill would require the state board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend	

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		measures to achieve these policy goals and to identify a variety of policies and strategies that support carbon dioxide removal solutions, carbon capture and storage technologies, and nature-based climate solutions in California, as specified. The bill would require the state board to work with relevant agencies to establish criteria for the use of carbon dioxide removal technologies and carbon capture and storage technologies for purposes of achieving these policy goals. The bill would require the state board to identify interim 5-year greenhouse gas emission reduction goals that begin on January 1, 2025, and submit an annual report, as specified. The bill would impose other requirements on state agencies, as specified.	
<a href="#">AB 1397</a> <a href="#">Garcia,</a> <a href="#">Eduardo D</a>  Public contracts: California Lithium Economy Act.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was A. & A.R. on 3/11/2021)(May be acted upon Jan 2022)	Existing law, the Buy Clean California Act, requires the Department of General Services to establish and publish a maximum acceptable global warming potential for categories of eligible materials, in accordance with specified requirements. Existing law further requires the department to review the maximum acceptable global warming potential for each category of eligible materials and adjust that number based on specified criteria. This bill, entitled the California Lithium Economy Act, would revise the definition of “eligible materials” to include lithium, commencing January 1, 2023. The bill would require an awarding authority, by January 1, 2025, to require the successful bidder for a contract that includes electric vehicles to be provided as part of that contract, to disclose the sources of lithium used in the manufacture of the electric vehicles’ batteries. The bill would also require, by January 1, 2035, that at least 35% of the lithium used in electric vehicle batteries pursuant to a contract under the act be produced in California. The bill would include related findings and declarations. This bill contains other existing laws.	
<a href="#">AB 1398</a> <a href="#">Bloom D</a>  Planning and	9/28/2021- A. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by	(1)Existing law, the Planning and Zoning Law, requires a county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other things, a housing element. Existing law requires the county or city to submit its proposed and adopted	

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zoning: housing element: rezoning of sites: prohousing local policies.	Secretary of State - Chapter 358, Statutes of 2021.	housing element and any amendment of its housing element to the Department of Housing and Community Development, and requires the department to determine whether that housing element or amendment substantially complies with specified law, as provided. This bill would require a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element. The bill would prohibit a jurisdiction that adopts a housing element more than one year after the statutory deadline from being found in substantial compliance, as described above, until required rezoning is completed, as specified. The bill would also specify that the above-described requirement for the local government to revise its housing element every 4 years applies until the due date for the 6th revision of the housing element and that adoption of a 6th revision housing element that is found to be in substantial compliance satisfies any obligation to adopt a 4-year housing element. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1400</a> <a href="#">Kalra D</a> Guaranteed Health Care for All.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was PRINT on 2/19/2021)(May be acted upon Jan 2022)	Existing federal law, the federal Patient Protection and Affordable Care Act (PPACA), requires each state to establish an American Health Benefit Exchange to facilitate the purchase of qualified health benefit plans by qualified individuals and qualified small employers. PPACA defines a “qualified health plan” as a plan that, among other requirements, provides an essential health benefits package. Existing state law creates the California Health Benefit Exchange, also known as Covered California, to facilitate the enrollment of qualified individuals and qualified small employers in qualified health plans as required under PPACA. This bill, the California Guaranteed Health Care for All Act, would create the California Guaranteed Health Care for All program, or CalCare, to provide comprehensive universal single-payer health care coverage and a health care cost control system for the benefit of all residents of the state. The bill, among other things, would	

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		provide that CalCare cover a wide range of medical benefits and other services and would incorporate the health care benefits and standards of other existing federal and state provisions, including the federal Children’s Health Insurance Program, Medi-Cal, ancillary health care or social services covered by regional centers for persons with developmental disabilities, Knox-Keene, and the federal Medicare program. The bill would require the board to seek all necessary waivers, approvals, and agreements to allow various existing federal health care payments to be paid to CalCare, which would then assume responsibility for all benefits and services previously paid for with those funds.This bill contains other related provisions and other existing laws.	
<a href="#">AB 1401</a> <a href="#">Friedman D</a> Residential and commercial development: remodeling, renovations, and additions: parking requirements.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/16/2021)(May be acted upon Jan 2022)	The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities.This bill would prohibit a public agency in a county with a population of 600,000 or more from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within 1/2 mile, as specified, of public transit, as defined. The bill would prohibit a public agency in a city with of 75,000 or more located in a county with a population of less than 600,000 from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the project is located within 1/4 mile, as specified, of public transit, as defined. The bill would create authorizations in this regard for a city or a county to which these prohibitions do not apply. The bill, when a project provides parking voluntarily,	

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		would authorize a public agency to impose specified requirements on the voluntary parking. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle supply equipment installed parking spaces or parking spaces that are accessible to persons with disabilities, as specified. The bill would exempt certain commercial parking requirements from these provisions if the requirements of the bill conflict with an existing contractual agreement of the public agency that was executed before January 1, 2022, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1423</a> <a href="#">Daly D</a>  Housing programs: multifamily housing programs: expenditure of loan proceeds.	10/4/2021-A. VETOED 10/4/2021-Vetoed by Governor.	Existing law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Existing law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize a borrower to use any funds approved, reserved, or allocated by the department for purposes of providing a loan under any multifamily housing program under these provisions for construction financing, permanent financing, or a combination of construction financing and permanent financing, as provided. The bill would require the department to deposit funds provided to a borrower that requests the use of funds for construction financing with the first lender at or before the closing of the first lender's construction loan, to be disbursed pursuant to guidelines adopted by the department, as provided. The bill would specify that these provisions do not limit the	

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		eligible uses of funds otherwise authorized under any program administered by the department.	
<a href="#">AB 1436</a> <a href="#">Chau D</a>  Information privacy: digital health feedback systems.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. 8/16/2021)(May be acted upon Jan 2022)	Existing law, the Confidentiality of Medical Information Act, generally prohibits a provider of health care, a health care service plan, or a contractor from disclosing medical information regarding a patient of the provider of health care or an enrollee or subscriber of a health care service plan without first obtaining an authorization, except as otherwise specified. Existing law defines “medical information” for purposes of these provisions to mean certain individually identifiable health information in possession of or derived from a provider of health care, among others. Existing law makes a violation of these provisions that results in economic loss or personal injury to a patient punishable as a misdemeanor. This bill would define “personal health record information” for purposes of the act to mean individually identifiable information, in electronic or physical form, about an individual’s mental or physical condition that is collected by a product or device, commercial internet website, online service, or mobile application that is used by an individual and that is specifically designed to collect and transmit, directly or indirectly, the individual’s personal health record information through a direct measurement of an individual’s mental or physical condition or through user input regarding an individual’s mental or physical condition. The bill would provide that a business that offers a personal health record system to a consumer, shall not knowingly use, disclose, or permit the use or disclosure of personal health record information without a signed authorization, as specified. The bill would also prohibit a recipient of personal health record information pursuant to an authorization from further disclosing the health record information unless in accordance with a new authorization, as specified. The bill would make a violation of these provisions subject to specified administrative fines and civil penalties.	
<a href="#">AB 1441</a> <a href="#">Cervantes D</a>	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline	Existing law, the California Emergency Services Act, grants the Governor certain powers to be exercised in accordance with the State Emergency Plan and programs for the mitigation	

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Emergency services: emergency plans: critically ill newborn infants.	pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 7/15/2021)(May be acted upon Jan 2022)	of the effects of an emergency, including providing for approval of local emergency plans, requires the State Emergency Plan to be in effect in each political subdivision of the state, and requires the governing body of each political subdivision to take such action as may be necessary to carry out the provisions thereof.This bill, additionally, would include critically ill newborn infants in the “access and functional needs population” for those purposes. The bill would require the Office of Emergency Services, at the request of a county, to assist the county, in conjunction with the hospitals in the county, in the preparation of an emergency disaster evacuation plan for critically ill newborn infants in the neonatal intensive care units in the county. By increasing the duties of local officials, this bill would impose a state-mandated local program.This bill contains other related provisions and other existing laws.	
<a href="#">AB 1442</a> <a href="#">Ting D</a> Accessory dwelling units.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was PRINT on 2/19/2021)(May be acted upon Jan 2022)	Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Existing law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements.This bill would make nonsubstantive changes to the latter provisions.	
<a href="#">AB 1445</a> <a href="#">Levine D</a> Planning and zoning: regional housing need allocation: climate change impacts.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/11/2021)(May be acted upon Jan 2022)	The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Existing law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as	

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		applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change. By adding to the duties of local officials in allocating regional housing need, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1450</a> <a href="#">Gabriel D</a>  Public safety: large-scale sporting events.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2021)(May be acted upon Jan 2022)	The California Emergency Services Act, among other things, establishes the Office of Emergency Services within the office of the Governor, under the charge of a Director of Emergency Services appointed by the Governor. The act and other existing laws set forth the duties and authority of the office and the director, with respect to specified emergency preparedness, mitigation, and response activities within the state. This bill would require the office to collaborate with cities hosting large-scale sporting and associated events, and to prepare for the planning, resourcing, management, and delivery of safety and security of those events. The bill would require the office to enter into a memorandum of understanding with the host cities and with other necessary parties to enhance safety and security, and would require the memorandum of understanding to comply with the state's Master Mutual Aid Agreement. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1453</a> <a href="#">Muratsuchi D</a>  Environmental justice: Just Transition	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. This bill would, until	

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Advisory Commission: Just Transition Plan.	5/12/2021)(May be acted upon Jan 2022)	January 1, 2028, establish the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy that maximizes the benefits of climate actions while minimizing burdens to workers, especially workers in the fossil fuel industry, and their communities, especially communities that face disproportionate burdens from pollution. The bill would require the commission to submit the plan to the Legislature on or before January 1, 2024.This bill contains other existing laws.	
<a href="#">AB 1460</a> <a href="#">Bigelow</a> R  State employment: COVID-19 telework: costs.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was P.E. & R. on 3/11/2021)(May be acted upon Jan 2022)	Existing law authorizes the Department of Human Resources (CalHR) to expend, in accordance with law, moneys made available for its use or for the administration of any statute administered by it. Existing law vests in CalHR the administration of salaries generally and provides for the payment of miscellaneous compensation under specified circumstances. Existing law requires CalHR to provide the extent to which, and establish the method by which, ordered overtime or overtime in times of critical emergency is compensated, as specified.This bill would authorize CalHR to provide a one-time payment of an unspecified amount to employees who have been required to telework as a result of the COVID-19 pandemic in order to offset costs associated with working remotely.	
<a href="#">AB 1462</a> <a href="#">Fong</a> R  Affordable housing: grant programs: progress payments.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/11/2021)(May be acted upon Jan 2022)	Existing law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California.This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions	

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		Grants Program described above. The bill would authorize a grant award recipient of a program subject to these provisions to, upon request, receive the award pursuant to that progress payment option. The bill would require the department to require a grant award recipient that elects to use the progress payment option to submit a claim for reimbursable work or progress at least once every 6 months and would prohibit the department from disbursing any portion of a grant award until the department verifies that the claim seeks reimbursement for eligible costs under the applicable program.	
<a href="#">AB 1463</a> <a href="#">O'Donnell</a> D  California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard regulations.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2021)(May be acted upon Jan 2022)	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act 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 board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board to recognize as a method to generate credits under the Low Carbon Fuel Standard regulations the use of renewable natural gas or biogas that both displaces the existing use of natural gas and reduces the carbon intensity of fuels, as specified.	
<a href="#">AB 1486</a> <a href="#">Carrillo</a> D  California Environmental Quality Act: housing.	5/7/2021-A. 2 YEAR 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 4/14/2021)(May be acted upon Jan 2021)	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a	

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		<p>procedure by which a person may seek judicial review of a decision of the lead agency made pursuant to CEQA. If an action or proceeding is brought seeking judicial review, CEQA establishes a procedure for the preparation of the record of proceedings upon the filing of an action or proceeding and requires the lead agency to prepare and certify the record of proceedings, but authorizes the plaintiff or petitioner to elect to prepare the record of proceedings. This bill, in an action or proceeding seeking judicial review under CEQA of certain actions taken by a city with a certain population or by a city and county before January 1, 2025, defined as a “housing element update project,” would prohibit a court from enjoining, invalidating, voiding, setting aside, or issuing an order to suspend, invalidate, rescind, void, or set aside the decision for the housing element update project, except to the extent the court finds it necessary to avoid an imminent threat to public health and safety. The bill would require the lead agency to prepare the record of proceedings and would authorize the concurrent preparation of the record of proceedings. This bill contains other existing laws.</p>	
<p><a href="#">AB 1488</a> <a href="#">Cervantes</a> D  Emergency services: local government: access and functional needs: medical equipment.</p>	<p>5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2021)(May be acted upon Jan 2022)</p>	<p>Existing law establishes the Office of Emergency Services within the office of the Governor and under the supervision of the Director of Emergency Services and makes the office responsible for the state’s emergency and disaster response services for natural, technological, or human-made disasters and emergencies. Existing law defines the term “emergency plan” for purposes of emergency services provided by local governments. Existing law requires a county, upon the next update to its emergency plan, to integrate access and functional needs into its emergency plan by addressing, at a minimum, how the access and functional needs population is served by, among other things, emergency evacuation, including the identification of certain transportation resources and resources for individuals who are dependent on public transportation. This bill would require the emergency plan to include a plan for the movement, storage, acquisition, and deployment of durable medical equipment, as defined, to address how the access and functional needs</p>	

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		population is served by emergency evacuation. The bill would also require a county, or city and county, upon the next update to its emergency plan, regarding the integration of access and functional needs into that emergency plan, to work with Mutual Aid and Administrative Regions, the Emergency Medical Services Authority (EMSA), and the State Department of Public Health to coordinate the interregional agreements, as necessary, for acquisition or deployment of durable medical equipment. The bill would require EMSA to coordinate with city and county local emergency medical services agencies to provide prearranged assistance to those cities and counties for planning, organizing, implementing, and maintaining regional caches of durable medical equipment, subject to the availability of funds appropriated therefor. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1492</a> <a href="#">Bloom D</a>  Department of Housing and Community Development: high-opportunity areas and sensitive communities.	5/25/2021-A. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)	Existing law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas and sensitive communities, as provided, by January 1, 2023, in accordance with specified requirements. The bill would require the department to update those designations every 5 years, or more frequently at the discretion of the department..	
<a href="#">AB 1499</a> <a href="#">Daly D</a>	9/22/2021- A. CHAPTERED	(1)Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or	

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Transportation: design-build: highways.	9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 212, Statutes of 2021.	lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1501</a> <a href="#">Santiago</a> D Planning and zoning: housing development: very low and lower income households.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was H. & C.D. on 3/25/2021)(May be acted upon Jan 2022)	(1)Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside boundaries, that includes, among other mandatory elements, a housing element. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. This bill, if specified local governments within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura fail to complete this rezoning to accommodate 100% of the need for housing for very low and lower income households allocated pursuant to Section 65584 within one year of the statutory deadline for that rezoning, would require the department to complete that rezoning on behalf of the local government within one year after the local government becomes subject to these provisions. The bill would prohibit any rezoning by the department under these provisions from requiring or causing displacement of residential tenants or the demolition or alteration of any occupied residential property. The bill would require a local government for which the department completes a rezoning under the bill's provisions to amend its housing element and zoning ordinances as necessary	

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		to accommodate that rezoning. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1516</a> <a href="#">Gabriel D</a>  Income taxes: credits: low-income housing.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was REV. & TAX on 3/11/2021)(May be acted upon Jan 2022)	The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2022, and before January 1, 2027, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would require the credits to be reserved on a first-come-first-served basis. The bill would limit the aggregate amount of credit that may be allocated by the committee, as provided. The bill would also provide that the credit amount shall be \$0 for each taxable year beginning on or after January 1, 2022, and before January 1, 2027, unless otherwise specified in a bill providing for appropriations related to the Budget Act. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1531</a> <a href="#">O'Donnell D</a>  Public resources.	8/27/2021-S. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/6/2021)(May be acted upon Jan 2022)	(1)Existing law defines land as a material of earth and includes free or occupied space for an indefinite upward or downward distance for the purpose of prescribing ownership of land. This bill would specify that free space includes pore space that can be possessed and used for the storage of gaseous or liquid substances. This bill would expand the regulation of intrastate pipelines under the act to intrastate pipelines used for the transportation of carbon dioxide, as defined, including by revising the definition of "pipeline" for purposes of the act to also include intrastate pipelines used for the transportation of carbon dioxide. The bill would exempt from the act intrastate gas pipelines regulated by the Public Utilities Commission. The bill would require the State Fire Marshal to adopt regulations, not later than January 1, 2023, that establish procedures for maintaining, testing, and inspecting mainline valves and check valves on intrastate hazardous liquid and carbon dioxide pipelines. By imposing additional requirements under the act, and requiring the State Fire	

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		Marshal to adopt regulations, relating to intrastate pipelines used for the transportation of carbon dioxide, a violation of which would be a crime, the bill would impose a state-mandated local program. The bill would also make nonsubstantive changes. This bill contains other related provisions and other existing laws.	
<a href="#">AB 1539</a> <a href="#">Levine D</a>  Commercial vessels: protection and indemnity insurance.	4/30/2021-A. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/25/2021)(May be acted upon Jan 2022)	Existing law expresses the policy of the state to promote safety for persons and property in and connected with the use and equipment of vessels. Existing law requires every for-hire vessel company to procure adequate liability protection for the payment of damages for personal bodily injuries, including death, and property damage as a result of an accident. This bill would require a vessel used for commercial purposes to have a minimum of \$1,000,000 of protection and indemnity insurance to cover wreck removal costs of the vessel. The bill would authorize the Division of Boating and Waterways to adopt regulations to implement that requirement and would subject the operator of a vessel who violates that requirement or those regulations to a civil penalty not exceeding an unspecified amount per day per violation.	
<a href="#">ACA 1</a> <a href="#">Aguilar-Curry D</a>  Local government financing: affordable housing and public infrastructure: voter approval.	4/22/2021-A. L. GOV. 4/22/2021-Referred to Coms. on L. GOV. and APPR.	(1)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	

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		bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.	
<a href="#">ACA 5</a> <a href="#">Voepel</a> R  Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.	4/22/2021-A. TRANS. 4/22/2021-Referred to Com. on TRANS.	(1)The California Constitution restricts the expenditure of revenues from 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. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above. The measure would require the transfer and restrict the expenditure of revenues from taxes imposed by the state on motor fuels that are attributable to (A) distributions of motor vehicle fuel used or usable in propelling vessels, (B) agricultural off-highway use of motor vehicle fuel subject to certain refunds, and (C) distributions of motor vehicle fuel used in the operation of motor vehicles off highway and for which certain refunds have not been claimed, in accordance with certain statutes as those statutes read on January 1, 2021. This bill contains other related provisions and other existing laws.	
<a href="#">SB 3</a> <a href="#">Caballero</a> D  Education finance: local control and accountability plan portal.	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was ED. on 5/5/2021)(May be acted upon Jan 2022)	Existing law establishes a public school financing system that requires state funding for county superintendents of schools, school districts, and charter schools to be calculated pursuant to a local control funding formula, as specified. Existing law requires funding pursuant to the local control funding formula to include, in addition to a base grant, supplemental and concentration grant add-ons that are based on the percentage of pupils who are English learners, foster youth, or eligible for free or reduced-price meals, as specified, served by the county superintendent of schools, school district, or charter school. Existing law requires the State Board of Education to adopt regulations that govern the expenditure of funds apportioned pursuant to the supplemental and concentration grant add-ons. Existing law requires the governing board of each local educational agency, as defined,	

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		to adopt and annually update a local control and accountability plan, as specified. Existing law appropriates \$450,000 from the General Fund to the State Department of Education for the 2020–21 fiscal year to support the alignment and integration of online platforms supporting the California School Dashboard, the Local Control and Accountability Plan Electronic Template System, and the School Accountability Report Card, as provided. This bill would require the State Department of Education to develop, on or before January 1, 2022, a local control and accountability plan portal that will allow comprehensive analysis by policymakers of actions, expenditures, and progress on metrics included within local control and accountability plans adopted by local educational agencies. The bill would require the portal to include a tracking mechanism for school districts, county offices of education, and charter schools to use to report the types of services on which they spend their supplemental and concentration grant funds. Commencing July 1, 2022, the bill would require each local educational agency, as a condition of receiving supplemental and concentration grant funds, to annually report to the department the types of services on which it spends its supplemental and concentration grant funds using the portal developed by the department. The bill would require the department to make corresponding changes to the Local Control and Accountability Plan Electronic Template System, as specified. By imposing additional duties on local educational agencies, 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, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.	
<a href="#">SB 6</a> <a href="#">Caballero D</a>	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline	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	

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Local planning: housing: commercial zones.	pursuant to Rule 61(a)(15). (Last location was H. & C.D. on 8/23/2021)(May be acted upon Jan 2022)	outside its boundaries, that includes, among other mandatory elements, a housing element. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified time periods and that this rezoning accommodate 100% of the need for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction. The bill would require the housing development to meet all other local requirements for a neighborhood lot, other than those that prohibit residential use, or allow residential use at a lower density than that required by the bill. The bill would provide that a housing development under these provisions is subject to the local zoning, parking, design, and other ordinances, local code requirements, and procedures applicable to the processing and permitting of a housing development in a zone that allows for the housing with the density required by the act. If more than one zoning designation of the local agency allows for housing with the density required by the act, the bill would require that the zoning standards that apply to the closest parcel that allows residential use at a density that meets the requirements of the act would apply. If the existing zoning designation allows residential use at a density greater than that required by the act, the bill would require that the existing zoning designation for the parcel would apply. The bill would also require that a housing development under these provisions comply with public notice, comment, hearing, or other	

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		<p>procedures applicable to a housing development in a zone with the applicable density. The bill would require that the housing development is subject to a recorded deed restriction with an unspecified affordability requirement, as provided. The bill would require that a developer make specified certifications to the local agency, including, among others, that all contractors and subcontractors performing work on the project will be required to pay prevailing wages, as provided. For specified projects, the developer would be required to seek bids containing an enforceable commitment that all contractors and subcontractors performing work on the project will use a skilled and trained workforce, as defined. The bill would require a local agency to require that a rental of any unit created pursuant to the bill's provisions be for a term longer than 30 days. The bill would authorize a local agency to exempt a neighborhood lot from these provisions in its land use element of the general plan if the local agency concurrently reallocates the lost residential density to other lots so that there is no net loss in residential density in the jurisdiction, as provided. The bill would specify that it does not alter or affect the application of any housing, environmental, or labor law applicable to a housing development authorized by these provisions, including, but not limited to, the California Coastal Act, the California Environmental Quality Act, the Housing Accountability Act, obligations to affirmatively further fair housing, and any state or local affordability laws or tenant protection laws. The bill would require an applicant of a housing development under these provisions to provide notice of a pending application to each commercial tenant of the neighborhood lot. The bill would repeal these provisions on January 1, 2029. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 7 Atkins D</a> Environmental quality: Jobs</p>	<p>5/20/2021- S. CHAPTERED 5/20/2021-Approved by the Governor. Chaptered by</p>	<p>(1)The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that the lead agency 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</p>	

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and Economic Improvement Through Environmental Leadership Act of 2021.	Secretary of State. Chapter 19, Statutes of 2021.	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 enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project. The bill would provide for the certification by the Governor of a project alternative described in an EIR for a certified project, as provided. The bill would additionally require an applicant for certification of a project for which the environmental review has begun to demonstrate that the record of proceedings for the project is being prepared concurrently with the administrative process. The bill would require the project applicant, as a condition of certification, to agree to pay the costs of the trial court in hearing and deciding a case challenging a lead agency's action on a certified project. The bill would authorize the Office of Planning and Research to charge a fee to an applicant seeking certification for costs incurred by the Governor's office in the implementation of the Jobs and Economic Improvement Through Environmental Leadership Act of 2021. The bill would require resolution, to the extent feasible, of judicial review of action taken by a lead agency within 270 days after the filing of the record of proceedings with the court. The bill would provide that if a lead agency fails to approve a project certified by the Governor under the Jobs and Economic Improvement Through	

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		Environmental Leadership Act of 2021 before January 1, 2025, the certification is no longer valid. The bill would repeal the Jobs and Economic Improvement Through Environmental Leadership Act of 2021 on January 1, 2026. Because the bill would require the lead agency to prepare concurrently the record of proceedings for projects that are certified by the Governor, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 8</a> <a href="#">Skinner D</a>  Housing Crisis Act of 2019.	9/16/2021- S. CHAPTERED 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 161, Statutes of 2021.	Existing law, the Housing Crisis Act of 2019, requires a housing development project be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified. The act defines “housing development project” to mean a use consisting of residential units only, mixed-use developments consisting of residential and nonresidential uses with at least 2/3 of the square footage designated for residential use, and transitional or supportive housing. This bill would clarify, for various purposes of the act, that “housing development project” includes projects that involve no discretionary approvals, projects that involve both discretionary and nondiscretionary approvals, and projects that include a proposal to construct a single dwelling unit. The bill would specify that this clarification is declaratory of existing law, except that the clarification does not affect a project for which an application was submitted to the city, county, or city and county before January 1, 2022. This bill contains other related provisions and other existing laws.	
<a href="#">SB 9</a> <a href="#">Atkins D</a>  Housing development: approvals.	9/16/2021- S. CHAPTERED 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 162, Statutes of 2021.	The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or	

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		alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district. This bill contains other related provisions and other existing laws.	
<a href="#">SB 10</a> <a href="#">Wiener D</a>  Planning and zoning: housing development: density.	9/16/2021- S. CHAPTERED 9/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 163, Statutes of 2021.	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to adopt an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area or an urban infill site, as those terms are defined. The bill would prohibit a local government from adopting an ordinance pursuant to these provisions on or after January 1, 2029. The bill would specify that an ordinance adopted under these provisions, and any resolution to amend the jurisdiction’s General Plan, ordinance, or other local regulation adopted to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. The bill would prohibit an ordinance adopted under these	

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		provisions from superceding a local restriction enacted or approved by a local initiative that designates publicly owned land as open-space land or for park or recreational purposes.This bill contains other related provisions.	
<a href="#">SB 17</a> <a href="#">Pan D</a> Office of Racial Equity.	8/27/2021-A. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 6/30/2021)(May be acted upon Jan 2022)	Existing law establishes an Office of Health Equity in the State Department of Public Health for purposes of aligning state resources, decisionmaking, and programs to accomplish certain goals related to health equity and protecting vulnerable communities. Existing law requires the office to develop department-wide plans to close the gaps in health status and access to care among the state’s diverse racial and ethnic communities, women, persons with disabilities, and the lesbian, gay, bisexual, transgender, queer, and questioning communities, as specified. Existing law requires the office to work with the Health in All Policies Task Force to assist state agencies and departments in developing policies, systems, programs, and environmental change strategies that have population health impacts by, among other things, prioritizing building cross-sectoral partnerships within and across departments and agencies to change policies and practices to advance health equity.This bill, until January 1, 2029, would establish in state government an Office of Racial Equity, an independent public entity not affiliated with an agency or department, governed by a Racial Equity Advisory and Accountability Council. The bill would authorize the council to hire an executive director to organize, administer, and manage the operations of the office. The bill would task the office with coordinating, analyzing, developing, evaluating, and recommending strategies for advancing racial equity across state agencies, departments, and the office of the Governor. The bill would require the office, in consultation with state agencies, departments, and public stakeholders, as appropriate, to develop a statewide Racial Equity Framework that includes a strategic plan with policy and inclusive practice recommendations, guidelines, goals, and benchmarks to reduce racial inequities, promote racial equity, and address individual, institutional, and structural racism. The bill would require the office to develop the statewide Racial Equity	Support

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		Framework in collaboration with a Chief Equity Officer, who would be appointed and serve at the pleasure of the Governor and who would report to the Secretary of Government Operations in the Government Operations Agency. The bill would also require the office, in consultation with state agencies and departments, to establish methodologies, a system of measurement, and data needs for assessing how state statutes, regulations, and practices contribute to, uphold, or exacerbate racial disparities and to prepare an annual report that evaluates and reports on progress in, and any obstacles to, meeting statewide goals and policies established under the Racial Equity Framework. This bill contains other related provisions and other existing laws.	
<a href="#">SB 18</a> <a href="#">Skinner D</a>  Hydrogen: green hydrogen: emissions of greenhouse gases.	8/27/2021-A. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)	(1)The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (state board) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 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, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to identify the role of hydrogen, and particularly green hydrogen, in helping California achieve the goals of the act and the state’s other climate goals. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and Public Utilities Commission (PUC), to prepare an evaluation posted to the state board’s internet website by June 1, 2023, that includes specified information relative to the deployment, development, and use of hydrogen. The bill would require the state board, in making these evaluations, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.	

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<a href="#">SB 30</a> <a href="#">Cortese D</a> Building decarbonization	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 1/28/2021)(May be acted upon Jan 2022)	Existing law requires the State Energy Resources Conservation and Development Commission 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. Existing 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. This bill would, on or after January 1, 2022, prohibit a state agency from designing or constructing a state facility that is connected to the natural gas grid. The bill would require the department to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035. The bill would, except as provided, prohibit state agencies from providing funding or other support for projects for the construction of residential and nonresidential buildings that are connected to the natural gas grid.	
<a href="#">SB 31</a> <a href="#">Cortese D</a> Building decarbonization	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2021)(May be acted upon Jan 2022)	Existing law establishes the State Energy Resources Conservation and Development Commission (Energy Commission) and requires the Energy Commission to implement various energy efficiency programs. Existing law, except as provided, requires the Energy Commission to administer federal funds allocated to, and received by, the state for energy-related projects under certain federal laws. Existing law requires the Energy Commission to develop and implement the Electric Program Investment Charge (EPIC) program to award funds for projects that will benefit electricity ratepayers and lead to technological advancement and breakthroughs to overcome the barriers that prevent the achievement of the state’s statutory energy goals and that result in a portfolio of projects that is strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. This bill would require the Energy Commission to identify and implement programs to promote existing and new building decarbonization, as defined. The bill would, to the extent clean energy or energy efficiency funds are made available from the federal government to address economic recovery and development due to the COVID-19	

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		pandemic, authorize the Energy Commission to expend federal moneys, to the extent authorized by federal law, for projects for existing and new building decarbonization. The bill would expressly require the Energy Commission, under the EPIC program, to award funds for projects for the development and deployment of commercial and residential building decarbonization technologies and investments that reduce or eliminate greenhouse gas generation in those buildings, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">SB 32</a> <a href="#">Cortese D</a>  Energy: general plan: building decarbonization requirements.	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2021)(May be acted upon Jan 2022)	The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan that addresses a number of elements. Existing law requires, among other things, the city's or county's planning agency to investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or element of the general plan. This bill would require a city or county to make, commencing January 1, 2023, a one-time amendment to the appropriate elements of its general plan, climate action or greenhouse gas emissions reduction plan, or building or other codes, as described, to include goals, policies, objectives, targets, and feasible implementation strategies, as specified, to decarbonize newly constructed, as defined, commercial and residential buildings. The bill would require a city or county to submit these draft amendments to the commission at least 45 days prior to the adoption of the amendments. The bill would require the legislative body of the city or county to consider the commission's advisory comments, if any, prior to adopting the amendments. This bill contains other related provisions and other existing laws.	
<a href="#">SB 33</a> <a href="#">Cortese D</a>  Apprenticeship:	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on	Existing law provides for apprenticeship programs within the Division of Apprenticeship Standards within the Department of Industrial Relations, sponsored by specific entities and employers, and requires the Chief of the Division of Apprenticeship Standards to perform various functions with respect to apprenticeship programs and the welfare of apprentices. Existing law also establishes the California Apprenticeship Council within the Division of	

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annual report: task force.	6/17/2021)(May be acted upon Jan 2022)	Apprenticeship Standards and requires the council to issue rules and regulations on apprenticeship standards and certain other topics, as prescribed.This bill would require the Director of Industrial Relations, on or before September 1, 2022, to convene a task force to promote apprenticeship for all populations throughout the state, to be known as the Construction Apprenticeship Advancement Task Force, with membership as prescribed. The bill would require the task force, in consultation with specified entities, to study the recruitment, retention, and barriers to entry of women and other minority, underrepresented, and disadvantaged populations in the State of California for purposes of ensuring apprenticeship opportunities are more inclusive of those populations. The bill would require the membership of the task force to work jointly to issue a joint report to the Legislature by January 1, 2023, and by that date annually thereafter, that details best practices to promote apprenticeship for all populations throughout the state.This bill contains other related provisions and other existing laws.	
<a href="#">SB 37</a> <a href="#">Cortese D</a> Contaminated Site Cleanup and Safety Act.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/8/2021)(May be acted upon Jan 2022)	(1)Existing law requires the Department of Toxic Substances Control to compile a list of specified information, including, but not limited to, hazardous waste facilities where the department took, or contracted for the taking of, corrective action to remedy or prevent, for example, an imminent substantial danger to public health. Existing law requires the State Department of Health Care Services to compile a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis by local health officers. Existing law requires the State Water Resources Control Board to compile a list of specified information, including, but not limited to, all cease and desist orders and cleanup and abatement orders issued under the Water Code that concern the discharge of wastes that are hazardous materials. Existing law requires designated local enforcement agencies to compile and submit to the Department of Resources Recycling and Recovery a list of all solid waste disposal facilities from which there is a known migration of hazardous waste, and requires the department to compile these lists into a statewide list.	

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		<p>Existing law requires these agencies to update the information as appropriate, but at least annually, and to submit the information to the Secretary for Environmental Protection. Under existing law, the Secretary for Environmental Protection is required to consolidate the information provided by these state agencies and distribute the information in a timely fashion to each city and county in which sites on the lists are located and to any other person upon request. This bill would repeal the requirement for the State Department of Health Care Services to compile a list of all public drinking water wells, as described above. The bill would repeal the requirement for the state agencies to provide their respective lists to the Secretary for Environmental Protection and instead require these agencies to post the lists on their respective internet websites. The bill would repeal the requirement for the Secretary for Environmental Protection to consolidate the information submitted by the state agencies and instead require the secretary to post the information, or links to the information, on the California Environmental Protection Agency’s internet website. The bill would repeal the requirement for the Secretary for Environmental Protection to distribute the information to each city and county in which sites on the lists are located and to any other person upon request. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 44</a> <a href="#">Allen D</a>  California Environmental Quality Act: streamlined judicial review: environmental</p>	<p>10/7/2021- S. CHAPTERED 10/7/2021-Chaptered by Secretary of State - Chapter 633, Statutes of 2021.</p>		<p>Sponsor</p>

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leadership transit projects.			
<a href="#">SB 45</a> <a href="#">Portantino</a> D  Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)	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 direct 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 Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,595,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. This bill contains other related provisions.	
<a href="#">SB 46</a> <a href="#">Stern</a> D  American Rescue Plan Act funds: federal recovery funds: funded projects.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 3/18/2021)(May be acted upon Jan 2022)	On Feb 24, 2021, the American Rescue Plan Act of 2021 (ARP) was introduced in the United States Congress. The stimulus package, if enacted into law, would, among other things, provide funding for economic relief payments to state, local, tribal, and territorial governments to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession. This bill would require, to the extent authorized by federal law, a state agency that receives and disburses ARP funds or other federal recovery funds to consider projects' potential impact on specified goals, including, among other things, restoring frontline communities and rapidly accelerating achievement of environmental justice and climate goals, including, but not limited to, climate, environmental, and biodiversity protection and stimulating growth. The bill would require state agencies to document how proposed projects meet or align with the goals and require	

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		the Labor and Workforce Development Agency to establish an internet website where the public can track the expenditure of federal ARP funds by the state and how funded projects meet the goals.	
<a href="#">SB 51</a> <a href="#">Durazo</a> D  Surplus residential property.	7/23/2021- S. CHAPTERED 7/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 130, Statutes of 2021.	(1)Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Under existing law, these provisions apply to dispositions by a local agency that, as of September 30, 2019, has entered into an exclusive negotiating agreement or legally binding agreement to dispose of property, provided that the disposition is completed not later than December 31, 2022. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals for the development of the property that includes a residential component of at least 100 residential units and 25% of the total units developed complying with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. The bill would extend these dates in the event of a judicial challenge to 6 months following the final conclusion of litigation. This bill contains other related provisions and other existing laws.	
<a href="#">SB 66</a> <a href="#">Allen</a> D	8/27/2021-A. 2 YEAR 8/27/2021-Failed Deadline	Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department	

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California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)	of Transportation. Under existing law, the 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 to the agency. This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified. This bill contains other related provisions.	
<a href="#">SB 67</a> <a href="#">Becker D</a> Clean energy: California 24/7 Clean Energy Standard Program.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E. U., & C. on 3/11/2021)(May be acted upon Jan 2022)	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires the PUC to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The program requires the PUC to establish appropriate 3-year compliance periods for all subsequent years that require retail sellers to procure not less than 60% of retail sales of electricity products from eligible renewable energy resources. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The program requires the State Energy Resources Conservation and Development	

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		<p>Commission (Energy Commission) to establish appropriate multiyear compliance periods for all subsequent years that require the local publicly owned electric utility to procure not less than 60% of retail sales of electricity products from eligible renewable energy resources. This bill would revise that policy to establish a goal that 100% of electrical load be supplied by eligible clean energy resources, as defined. The bill would establish the California 24/7 Clean Energy Standard Program, which would require that 85% of retail load, as defined, annually and at least 60% of retail load within certain subperiods by December 31, 2030, and 90% of retail load annually and at least 75% of retail load within certain subperiods by December 31, 2035, be supplied by eligible clean energy resources, as defined. The bill would require the Energy Commission, in consultation with the PUC and California balancing authorities, to establish compliance periods and subperiods that meet certain criteria. The bill would require the PUC to establish for each retail seller, and the Energy Commission for each local publicly owned electric utility, clean energy procurement requirements for each compliance period and subperiod, as provided. Because the bill would impose additional duties on local publicly owned electric utilities, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 68</a> <a href="#">Becker D</a></p> <p>Building electrification and electric vehicle charging.</p>	<p>9/17/2021-S. ENROLLED 9/17/2021-Enrolled and presented to the Governor at 1:30 p.m.</p>	<p>Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) 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. This bill would require the Energy Commission to gather or develop, and publish on its internet website, guidance and best practices to help building owners, the construction industry, and local governments overcome barriers to electrification of buildings and installation of electric vehicle charging equipment. This bill contains other related provisions and other existing laws.</p>	

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<a href="#">SB 84</a> <a href="#">Hurtado</a> D  Oil and gas wells: hazardous or idle-deserted wells and facilities.	9/13/2021-S. ENROLLED 9/13/2021-Enrolled and presented to the Governor at 3:30 p.m.	(1)Existing law establishes the Geologic Energy Management Division in the Department of Conservation, under the direction of the State Oil and Gas Supervisor, who is required to supervise the drilling, operation, maintenance, and abandonment of wells and the operation, maintenance, and removal or abandonment of tanks and facilities related to oil and gas production within an oil and gas field, so as to prevent damage to life, health, property, and natural resources. Under existing law, the current operator, or the previous operator, as provided, as determined by the records of the supervisor, of a deserted well that produced oil, gas, or other hydrocarbons or was used for injection is responsible for the proper plugging and abandonment of the well or the decommissioning of deserted production facilities. If the supervisor determines that the current operator does not have the financial resources to fully cover the cost of plugging and abandoning the well or the decommissioning of deserted production facilities, existing law requires the immediately preceding operator to be responsible for the cost of plugging and abandoning the well or the decommissioning of deserted production facilities. This bill would require the supervisor to provide specified committees of the Legislature by July 1, 2022, with the process the supervisor has established to determine that the current operator does not have the financial resources to fully cover the cost of plugging and abandoning the well or the decommissioning of deserted production facilities, or for a previous operator. The bill would require the supervisor to, in a timely manner, post the materials provided to the legislative committees on a public portion of the division’s internet website. This bill contains other related provisions and other existing laws.	
<a href="#">SB 95</a> <a href="#">Skinner</a> D  Employment: COVID-19:	3/18/2021-S. CHAPTERED 3/19/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 13, Statutes of 2021.	Existing law, the Healthy Workplaces, Healthy Families Act of 2014, entitles an employee who works in California for the same employer for 30 or more days within a year from the commencement of employment to paid sick days. Under existing law, an employee accrues paid sick days at a rate of not less than one hour per every 30 hours worked, subject to certain use, accrual, and yearly carryover limitations. Existing law requires the Labor Commissioner to enforce the act and provides for procedures, including investigation and	

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supplemental paid sick leave.		hearing, and for remedies and penalties. This bill would provide for COVID-19 supplemental paid sick leave for covered employees, as defined, who are unable to work or telework due to certain reasons related to COVID-19, including that the employee has been advised by a health care provider to self-quarantine due to concerns related to COVID-19. The bill would entitle a covered employee to 80 hours of COVID-19 supplemental paid sick leave if that employee either works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified. The bill would provide that the total number of hours of COVID-19 supplemental paid sick leave to which a covered employee is entitled to under these provisions is in addition to any paid sick leave available under the act, as specified. This bill contains other related provisions and other existing laws.	
<a href="#">SB 111</a> <a href="#">Newman D</a>  Schoolbuses: stop requirements.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/28/2021)(May be acted upon Jan 2022)	Existing 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. This bill would authorize a school district to install and operate an automated video traffic enforcement system, as defined, for the purpose of enforcing the prohibition described above. The bill would allow school districts to contract with private vendors for the equipment, operation, and maintenance of an automated video traffic enforcement system, under certain circumstances, and create working agreements with local jurisdictions and local law enforcement. The bill would require the video enforcement system images to capture only	

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		the vehicle make and model, color, and license plate displayed, and not any person in the vehicle or any other vehicles or persons in the vicinity of the vehicle. The bill would make any information, image, or other data captured or generated by the automated video enforcement system confidential, and, unless demanded by court order, available only to the law enforcement agency or offender for limited purposes. The bill would require additional signage on schoolbuses relative to the video enforcement system. The bill would prohibit a school district from using automated schoolbus video enforcement systems or information gathered from those systems for any purpose other than those authorized by these provisions and would specifically prohibit the use of video or images captured by a system for employee surveillance or discipline. The bill would allow the State Board of Education to adopt standards, rules, and regulations to address privacy concerns arising from the use of an automated video traffic enforcement system. The bill would require a school district that operates an automated video traffic enforcement system to provide notice to people in the district and to send warning letters in lieu of citations for violations captured by the system during the first 90 days. The bill would allow for some reduced penalties when a violation was captured by an automated video traffic enforcement system. This bill contains other related provisions and other existing laws.	
<a href="#">SB 112</a> <a href="#">Skinner</a> D  Budget Act of 2021.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was BUDGET & F.R. on 1/11/2021)(May be acted upon Jan 2022)	This bill would make appropriations for the support of state government for the 2021–22 fiscal year.This bill contains other related provisions.	
<a href="#">SB 128</a> <a href="#">Skinner</a> D	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline	This bill would make appropriations for the support of state government for the 2021–22 fiscal year.This bill would declare that it is to take effect immediately as a Budget Bill.	

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Budget Act of 2021.	pursuant to Rule 61(a)(15). (Last location was BUDGET on 1/8/2021)(May be acted upon Jan 2022)		
<a href="#">SB 129</a> <a href="#">Skinner D</a> Budget Act of 2021	6/28/2021- S. CHAPTERED 7/12/2021-Approved by the Governor with item veto. Chaptered by Secretary of State. Chapter 69, Statutes of 2021. In Senate. Consideration of Governor's item veto pending.	The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year.This bill would amend the Budget Act of 2021 by amending, adding, and repealing items of appropriation and making other changes.This bill contains other related provisions.	
<a href="#">SB 149</a> Committee on Budget and Fiscal Review Transportation.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was BUDGET on 1/8/2021)(May be acted upon Jan 2022)	(1)The Wildlife Conservation Law of 1947 establishes the Wildlife Conservation Board in the Department of Fish and Wildlife and permits the board to authorize the acquisition of real property, rights in real property, water, or water rights for wildlife conservation purposes. Existing law requires the department, when authorized by the board, to construct facilities that are suitable for the purpose for which the real property or rights in real property or water, or water rights were acquired.This bill would authorize the board to name a nonvehicular wildlife crossing, which the bill would define as a structure that allows animals to cross human-made barriers safely, if at least 25% of the funding to construct the crossing derives from a state source. The bill would require the board to consult with the Department of Transportation or other appropriate entities on the design of lettering and placement of any sign that displays the name of a nonvehicular wildlife crossing. The bill	

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		would authorize the board to adopt criteria to implement these provisions. This bill would establish the Clean California Local Grant Program of 2021, to be administered by the department, to provide funding, upon appropriation by the Legislature, to allocate grants to local and public agencies, among other entities, for purposes of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces. The bill would require the department to develop guidelines, including project selection criteria and program evaluation metrics, that include, but are not limited to, a process for allocating no less than 50% of the program funds to projects that benefit underserved communities, to be defined by the department, and requirements for local matching of funds of no more than 50% of the total project cost. The bill would require the guidelines to also include specified project types eligible for funding, a limitation of \$5,000,000 maximum per grant award, and a prohibition on grants that fund projects that displace persons experiencing homelessness. The bill would authorize the department to allow, and develop guidelines for, advance payments to public agency grant applicants if certain conditions are met. This bill contains other related provisions and other existing laws.	
<a href="#">SB 161 Skinner D</a> Budget Act of 2021.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was BUDGET on 1/8/2021)(May be acted upon Jan 2022)	The Budget Act of 2021 made appropriations for the support of state government for the 2021–22 fiscal year. This bill would amend the Budget Act of 2021 by amending items of appropriation and making other changes. This bill would declare that it is to take effect immediately as a Budget Bill.	
<a href="#">SB 174</a> Committee on Budget and Fiscal Review	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was	(1)Existing law establishes the Department of Motor Vehicles in the Transportation Agency and prescribes the department’s powers and duties. Existing law requires the department to publish the complete text of the Vehicle Code together with other laws relating to the use of highways or the operation of motor vehicles once every 2 years, to be distributed, upon	

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Vehicles.	BUDGET on 9/10/2021)(May be acted upon Jan 2022)	request, to state and local governmental officers or agencies, federal agencies, public secondary schools in the state, and any other person, at a charge sufficient to pay the entire cost of publication and distribution. Existing law requires receipts from the sale of those publications to be deposited in the Motor Vehicle Account, to reimburse the department for the entire cost to print and distribute the code. Existing law also requires the department to publish a synopsis or summary of the synopsis or summary without charge with each original vehicle registration and each original driver's license. Existing law requires the department to publish copies of the synopsis or summary, as specified, and to furnish copies to its field offices and to law enforcement agencies for general distribution, without charge. This bill would delete the requirements relating to the publication and distribution of the complete text of the Vehicle Code and would make various technical and conforming changes. Existing law requires the department to issue a driver's license to an applicant when the department determines that the applicant is lawfully entitled to a license. Existing law requires the application for an original driver's license or renewal of a driver's license to contain specified information, including a legible thumbprint or fingerprint. Existing law requires every original application for a driver's license and identification to be signed and verified by the applicant. This bill would require the department to verify that the applicant's thumbprint or fingerprint is on file before issuing a driver's license or an identification card. This bill would also require that an original application for a driver's license or identification card be signed under penalty of perjury. By expanding the crime of perjury in this manner, this bill would impose a state-mandated local program. This bill would suspend that prohibition until January 1, 2023. (2) Existing law requires an insurer that issues specified private passenger liability insurance policies and coverages to submit reports to the Department of Motor Vehicles of all motor vehicle liability policies or coverages issued, changed, or terminated, as specified. Existing law requires these reports to be submitted electronically. This bill would, on or before January 1, 2023, additionally require an insurer that issues commercial and fleet insurance policies to submit these reports	

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		<p>electronically.(3)Existing federal law requires a motor carrier, as defined, to file an application form with the Federal Motor Carrier Safety Administration to obtain a United States Department of Transportation number before beginning operations and every 24 months thereafter, as specified. Existing federal law, among other provisions, establishes identification requirements applicable to rented carriers for which the rental agreement or lease is 30 or fewer calendar days, as prescribed.Existing law requires, except as specified, a motor carrier, motor carrier of property, and for-hire motor carrier of property to obtain a carrier identification number from the Department of the California Highway Patrol and requires the carrier identification number to be displayed on both sides of each vehicle or on both sides of at least one motor vehicle in each combination of specified vehicles. Existing law requires information provided in connection with an application for a carrier identification to be true and accurate, and to be updated at the request of the department and within 15 days of a change of address or cessation of regulated activity.Existing law requires a vehicle or combination of vehicles operating under a rental agreement with a term of 30 or fewer calendar days to meet specified identification requirements that are consistent with the federal identification requirements. A violation of the provisions relating to motor carrier identification numbers is punishable as an infraction.This bill, with respect to motor carriers, would limit the carrier identification number requirement to those whose principal place of business is in this state, who operate from a terminal in this state, or who are required to be licensed to transport hazardous materials, as specified. The bill would revise the requirement to update motor carrier information to also include updating the resumption of regulated activity. The bill would expressly exempt the above-referenced rental vehicles that meet federal identification requirements from the requirement to display a motor carrier identification number. The bill would make technical and conforming changes.(4)This bill would appropriate \$1,630,000 from the General Fund to the State Transportation Agency, to be allocated to the San Francisco Metropolitan Transportation Authority for the Fulton Street Safety and Transit Project west of Arguello Street, as</p>	

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		specified.(5)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.(6)This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.This bill contains other existing laws.	
<a href="#">SB 209</a> <a href="#">Dahle R</a>  State of emergency: termination after 45 days: extension by the Legislature.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 2/10/2021)(May be acted upon Jan 2022)	Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor to exercise certain powers in response to that emergency, including, but not limited to, suspending specified statutes, ordinances, orders, regulations, or rules. Existing law requires all of the powers granted the Governor by the California Emergency Services Act with respect to a state of emergency to terminate when the state of emergency has been terminated by proclamation of the Governor or by concurrent resolution of the Legislature declaring it at an end.This bill would require a state of emergency to terminate 45 days after the Governor’s proclamation of the state of emergency unless the Legislature extends it by a concurrent resolution.	
<a href="#">SB 210</a> <a href="#">Wiener D</a>  Automated license plate recognition systems: use of data.	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/5/2021)(May be acted upon Jan 2022)	Existing law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Existing law authorizes the department to share that data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Existing law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR	

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		information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours. This bill contains other related provisions and other existing laws.	
<a href="#">SB 216</a> <a href="#">Dodd D</a>  Contractors: workers' compensation insurance: mandatory coverage.	6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/26/2021)(May be acted upon Jan 2022)	Existing law, the Contractors State License Law, provides for the licensure and regulation of contractors by the Contractors State License Board within the Department of Consumer Affairs. Existing law requires every licensed contractor, or applicant for licensure, to have on file at all times with the board a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance, or to file a certificate of exemption certifying that they have no employees and are not required to obtain or maintain workers' compensation insurance. Under existing law, the failure to file a proper certification constitutes cause for disciplinary action, and the failure of a qualifier for a license, as defined, to ensure compliance with these provisions, as specified, is a crime. Existing law requires a roofing contractor holding a C-39 license to obtain and maintain workers' compensation insurance even if that contractor has no employees. This bill, until January 1, 2025, would require concrete contractors holding a C-8 license, warm-air heating, ventilation and air-conditioning (HVAC) contractors holding a C-20 license, or tree service contractors holding a D-49 license to also obtain and maintain workers' compensation insurance even if that contractor has no employees. The bill, as of January 1, 2025, would require all licensed contractors or applicants for licensure to obtain and maintain workers' compensation insurance even if that contractor has no employees and would also prohibit the filing of a certificate of exemption. This bill contains other related provisions.	
<a href="#">SB 224</a> <a href="#">Portantino D</a>  Pupil	10/8/2021-S. CHAPTERED 10/8/2021-Signed by the Governor	Existing law requires, during the next revision of the publication "Health Framework for California Public Schools," the Instructional Quality Commission to consider developing, and recommending for adoption by the State Board of Education, a distinct category on mental health instruction to educate pupils about all aspects of mental health. Existing law	

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instruction: mental health education.		requires mental health instruction for these purposes to include, but not be limited to, specified elements, including reasonably designed and age-appropriate instruction on the overarching themes and core principles of mental health. This bill would require each school district, county office of education, state special school, and charter school that offers one or more courses in health education to pupils in middle school or high school to include in those courses instruction in mental health that meets the requirements of the bill, as specified. The bill would require that instruction to include, among other things, reasonably designed instruction on the overarching themes and core principles of mental health. The bill would require that instruction and related materials to, among other things, be appropriate for use with pupils of all races, genders, sexual orientations, and ethnic and cultural backgrounds, pupils with disabilities, and English learners. The bill would require the State Department of Education to develop a plan to expand mental health instruction in California public schools on or before January 1, 2024.	
<a href="#">SB 229</a> <a href="#">Dahle</a> R  Pupil health: mental health services: grants.	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/10/2021)(May be acted upon Jan 2022)	Existing law requires the governing board of any school district to give diligent care to the health and physical development of pupils and authorizes the governing board of a school district to employ properly certified persons for the work, including school psychologists and counselors. This bill would require the State Department of Education, upon appropriation by the Legislature, to provide up to \$500,000,000 in grants each year for the purpose of providing mental health services for all pupils, including those affected by school closures and distance learning requirements resulting from the COVID-19 pandemic. The bill would require the department to allocate those grants to local educational agencies, as specified. The bill would be implemented only to the extent that funds for its purposes are appropriated by the Legislature in the annual Budget Act, and would authorize that appropriation to come from any available state and federal funds.	
<a href="#">SB 234</a> <a href="#">Wiener</a> D	6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline	Existing law establishes the Homeless Coordinating and Financing Council and requires the council to set and measure progress toward goals to prevent and end homelessness among	

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Transition Aged Youth Housing Program.	pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)	youth in California by setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state and defining outcome measures and gathering data related to the goals.This bill would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program.This bill contains other related provisions.	
<a href="#">SB 257 Skinner D</a> Property taxation: welfare exemption: museums.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)	Pursuant to constitutional authorization, existing property tax law provides a welfare exemption, pursuant to which property used exclusively for religious, hospital, scientific, or charitable purposes owned and operated by specified types of entities is exempt from taxation if it meets certain criteria, including that the property is used for the actual operation of the exempt activity, and does not exceed an amount of property reasonably necessary to the accomplishment of the exempt purpose. Under existing property tax law, property used exclusively for the charitable purposes of museums owned and operated by a religious, hospital, scientific, or charitable fund, foundation, limited liability company, or corporation that meets these criteria is deemed to be within the welfare exemption. Existing property tax law requires a person claiming the welfare exemption to file that claim with the assessor and obtain an organizational clearance certificate from the State Board of Equalization, as provided.This bill would define the term “museum” for these purposes. The bill would provide that property used exclusively for the charitable purposes of museums includes property that a museum makes available for special events, including private rental events for its individual or corporate members, that provide access to the museum’s exhibitions, collections, or other educational offerings as part of the events, or that the museum makes available to other nonprofit or government organizations for charitable or governmental purposes, regardless of whether the museum charges any fee or receives	

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		charitable contributions in connection with those special events. The bill would further provide that these special event uses shall be considered related to the primary charitable purposes of museums and reasonably necessary or incidental to those purposes. By adding to the duties of assessors in administering the welfare exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 259</a> <a href="#">Wilk R</a>  Public Utilities Commission: oversight of electrical corporations.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 1/26/2021)(May be acted upon Jan 2022)	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare and submit a wildfire mitigation plan to the commission for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, as well as protocols related to mitigating the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. This bill would state the intent of the Legislature to enact legislation to strengthen the commission's oversight of electrical corporations' efforts to reduce their fire risk and use of deenergization events.	
<a href="#">SB 260</a> <a href="#">Wiener D</a>  Climate Corporate Accountability Act.	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. The act requires the state 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. This bill would require the state board, on or before January 1, 2023, to develop and adopt regulations requiring United States-based 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	

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		<p>“reporting entities,” to publicly disclose, starting in 2024 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. 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 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 a panel of experts to determine standards and protocols to ensure that public disclosures are made in a manner that is easily understandable and accessible to state residents and for the state board to utilize to collect data for all scope 1, 2, and 3 emissions by reporting entities. The bill would require the state board to adopt regulations relating to the enforcement of the above requirements, including the imposition of administrative civil penalties for a violation. This bill contains other related provisions.</p>	
<p><a href="#">SB 261</a> <a href="#">Allen D</a></p> <p>Regional transportation plans: sustainable communities strategies.</p>	<p>4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/15/2021)(May be acted upon Jan 2022)</p>	<p>Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans. This bill contains other related provisions and other existing laws.</p>	

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<a href="#">SB 268</a> <a href="#">Archuleta</a> D  Parks and recreation: Lower Los Angeles River Recreation and Park District: Lower San Gabriel River Recreation and Park District: establishment: board of directors.	9/9/2021-S. ENROLLED 9/9/2021-Enrolled and presented to the Governor at 1 p.m.	(1)Existing law authorizes the establishment of the Lower Los Angeles River Recreation and Park District by petition or resolution submitted to the Los Angeles County Local Agency Formation Commission before January 1, 2021. Existing law authorizes 10 specified city councils to each appoint one member, and the Los Angeles County Board of Supervisors to appoint 2 members, to serve at the pleasure of the appointing entity on the initial board of directors of the district. Existing law authorizes the city councils of the Cities of Commerce, Downey, Montebello, and Pico Rivera to jointly appoint one member to serve a 2-year term on the initial board of directors of the district.This bill would authorize the city councils of the Cities of Commerce, Downey, Montebello, and Pico Rivera to each appoint one member to serve at the pleasure of the appointing city council on the initial board of directors of the district, rather than to jointly appoint one member to serve a 2-year term. The bill would authorize the Los Angeles County Board of Supervisors to appoint 3 members, rather than 2 members, to serve on the initial board of directors of the district.This bill contains other related provisions and other existing laws.	
<a href="#">SB 270</a> <a href="#">Durazo</a> D  Public employment: labor relations: employee information.	9/27/2021-S. CHAPTERED 9/27/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 330, Statutes of 2021.	Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, provisions commonly referred to as the Educational Employment Relations Act, and the Higher Education Employer-Employee Relations Act, among others, regulates the labor relations of the state, the courts, and specified local public agencies and their employees.This bill, commencing July 1, 2022, would authorize an exclusive representative to file a charge of an unfair labor practice with the board, as specified, alleging a violation of the above-described requirements only if specified conditions are met, including that the exclusive representative gives written notice of the alleged violation and that the public employer fails to cure the violation, as specified.	

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		The bill would limit a public employer's opportunity to cure certain violations. This bill contains other related provisions and other existing laws.	
<a href="#">SB 274</a> <a href="#">Wieckowski</a> D	8/30/2021-S. ENROLLED 8/30/2021-Enrolled and presented to the Governor at 1 p.m.	Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 333</a> <a href="#">Eggman</a> D	9/22/2021-S. CHAPTERED 9/23/2021-Chaptered by Secretary of State. Chapter 217, Statutes of 2021.	The Local Agency Public Construction Act governs contracting by the San Joaquin Regional Transit District for the purchase of supplies, equipment, and materials. The act requires the district, when such an expenditure exceeds \$50,000, to make that purchase by contract let to the lowest responsible bidder. The act requires the district to publish notice requesting bids at least once in a newspaper of general circulation. This bill would increase that competitive bidding threshold to \$75,000 and specify that the contract be let, in the district's discretion, either to the lowest responsible bidder or to a responsible bidder that submits a proposal that provides the best value, as defined, to the district. The bill would	
Local government meetings: agenda and documents.			
San Joaquin Regional Transit District: procurement.			

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		also require, for the purchase of supplies, equipment, or materials that exceeds \$5,000, but does not exceed \$75,000, the district to obtain, to the extent practicable, a minimum of 3 written or oral quotes that permit the district to compare the prices and terms for the purchase. By imposing additional duties on local officials, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 339</a> <a href="#">Wiener D</a>  Vehicles: road usage charge pilot program.	9/24/2021- S. CHAPTERED 9/24/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 308, Statutes of 2021.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to consult with appropriate state agencies to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require that participants in the program be charged a mileage-based fee, as specified, and receive a credit or a refund for fuel taxes or electric vehicle fees, as specified. The bill would require that the pilot program	

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		not affect funding levels for a program or purpose supported by state fuel tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit reports to the Legislature, as specified.	
<a href="#">SB 342</a> <a href="#">Gonzalez</a> D	6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)	Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board, consisting of 13 members. This bill would add 2 members to the district board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. The bill would require the 2 additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice. The bill would also require a candidate for these positions to meet other specified requirements. This bill contains other related provisions and other existing laws.	
<a href="#">SB 346</a> <a href="#">Wieckowski</a> D	7/14/2021-A. 2 YEAR 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was P. & C.P. on 6/3/2021)(May be acted upon Jan 2022)	Existing law prohibits a person or entity from providing the operation of a voice recognition feature within this state without prominently informing, during the initial setup or installation of a connected television, either the user or the person designated by the user to perform the initial setup or installation of the connected television. Existing law further prohibits any actual recordings of spoken word collected through the operation of a voice recognition feature by the manufacturer of a connected television, or a third party contracting with a manufacturer of a connected television, from being sold or used for any advertising purpose. Existing law prohibits a person or entity from compelling a manufacturer or other entity providing the operation of a voice recognition feature to build specific features for the purpose of allowing an investigative or law enforcement officer to monitor communications through that feature. Existing law prohibits a waiver of these prohibitions and authorizes their enforcement by injunction or civil penalty in a court of competent jurisdiction by the Attorney General or a district attorney. This bill would require a manufacturer of a new motor vehicle that is equipped with one or more in-vehicle cameras	

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		to disclose that fact, as specified. The bill would prohibit a person or entity from providing for the sale or lease of a new motor vehicle with one or more in-vehicle cameras in this state without prominently informing the user or the person designated by the user to purchase the vehicle, as specified. The bill would further prohibit any images or video recordings collected through the operation of an in-vehicle camera from being used for any advertising purpose or being sold to any third party. The bill would also prohibit these images or video recordings from being shared with third parties, except as provided. The bill would also prohibit any recording obtained through operation of an in-vehicle camera from being retained at any location other than the vehicle itself, or being downloaded, retrieved, or otherwise accessed by a person or entity other than the registered owner of the vehicle, without affirmative prior consent, as defined, except as provided. The bill would require a person or entity that provides the operation of an in-vehicle camera in this state to provide effective mechanisms for a consumer to revoke consent. The bill would prohibit a person or entity from compelling a manufacturer or other entity providing the operation of an in-vehicle camera to build specific features for the purpose of allowing an investigative or law enforcement officer to monitor images through that feature. The bill would prohibit a waiver of these protections, and would authorize their enforcement by injunction or civil penalty in a court of competent jurisdiction by the Attorney General or a district attorney.	
<a href="#">SB 372</a> <a href="#">Leyva D</a> Medium- and heavy-duty fleet purchasing assistance program: zero-	10/7/2021- S. CHAPTERED 10/7/2021-Chaptered by Secretary of State - Chapter 639, Statutes of 2021.		

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emission vehicles.			
<a href="#">SB 375</a> <a href="#">Wilk R</a>  Employment Development Department: unemployment insurance claimants: assistance.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was L., P.E. & R. on 3/18/2021)(May be acted upon Jan 2022)	Existing law establishes the Employment Development Department within the Labor and Workforce Development Agency and sets forth its powers and duties, including administration of the unemployment and disability insurance programs for California. Existing law requires the department to pay unemployment compensation benefits to unemployed individuals meeting specified requirements, to periodically review policies and practices used to determine eligibility for and the amount of benefits in the unemployment insurance program, and to report to the Legislature, as specified. Under existing law, unemployment compensation benefits are paid from the Unemployment Fund, and the expenses for administering these provisions are paid from the Unemployment Administration Fund, which is continuously appropriated for these purposes. This bill would require the department to implement a formal policy no later than October 1, 2021, that establishes a process for tracking and periodically analyzing call information data to determine the reasons why unemployment insurance claimants call the department for assistance. The bill would require the department, every 6 months thereafter, to analyze the data it has collected in order to improve its call center. The bill would require the department, in conducting its analysis, to identify and resolve weaknesses or problems with the way it provides assistance to claimants. The bill would require the department to take additional actions, including to develop a recession plan to prepare for future economic downturns by January 1, 2022, to update that recession plan at least once every 3 years thereafter, and to report this information to the Legislature, as specified. Because this bill would authorize the expenditure of funds from the Unemployment Administration Fund for new purposes, the bill would make an appropriation. This bill contains other related provisions.	

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<a href="#">SB 387</a> <a href="#">Portantino D</a>  Peace officers: certification, education, and recruitment.	6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/28/2021)(May be acted upon Jan 2022)	Existing law requires the Commission on Peace Officer Standards and Training to establish a certification program for peace officers. Existing law requires the commission to establish basic, intermediate, advanced, supervisory, management, and executive certificates for the purpose of fostering the education and experience necessary to perform general police service duties. Existing law requires certificates to be awarded on the basis of a combination of training, education, experience, and other prerequisites, as determined by the commission. Existing law generally requires a local law enforcement officer who is responsible for the prevention and detection of crime and the general enforcement of the criminal laws to obtain the basic certificate issued by the commission within 18 months of employment in order to continue to exercise the powers of a peace officer. This bill would require the commission to work with stakeholders from law enforcement, the University of California, the California State University, the California Community Colleges, and community organizations to develop a list of courses to include as requirements for obtaining a basic certificate, as specified. The bill would require an applicant for a basic certificate to complete those courses before obtaining the certificate. By imposing additional training costs on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 390</a> <a href="#">Laird D</a>  Employment Development Department: recession plan.	10/5/2021-S. CHAPTERED 10/5/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 543, Statutes of 2021.	Existing law creates, in the Labor and Workforce Development Agency, the Employment Development Department, which is vested with the duties, purposes, responsibilities, and jurisdiction with respect to job creation activities. The department is authorized to study and make recommendations as to actions that might tend to do several things, including, but not limited to, promoting the prevention of unemployment and the stabilization of employment, reducing and preventing unemployment, and establishing the most effective methods of providing economic security through all forms of social insurance. This bill would require the department to develop and, upon appropriation by the Legislature, implement a recession plan to prepare for an increase in unemployment insurance compensation benefits claims due to an economic recession. The bill would require the plan to detail how to	

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		respond to economic downturns with a predetermined strategy that has considered the full effect on the department's operations, and include, but not be limited to, identifying the lessons learned from previous economic downturns, identifying ways to improve self-serve services to avoid long wait times to speak to staff, and enhancing claims processing tools to ensure that the department's identity verification processes are as robust as possible. The bill would require the department to provide a copy of the recession plan to specified legislative committees and the Department of Finance by March 1, 2022, and to update the recession plan and provide a copy to specified legislative committees and the Department of Finance every 2nd year thereafter.	
<a href="#">SB 391</a> <a href="#">Min D</a>  Common interest developments: emergency powers and procedures.	9/23/2021-S. CHAPTERED 9/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 276, Statutes of 2021.	Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law defines a board meeting as a congregation, as provided, or a teleconference, as provided. Existing law requires, among other things, a board meeting held by teleconference to identify at least one physical location so that members of the association may attend, except as provided. This bill would establish alternative teleconferencing procedures for a board meeting or a meeting of the members if gathering in person is unsafe or impossible because the common interest development is in an area affected by a federal, state, or local emergency. The bill would also make a conforming change. This bill contains other related provisions.	
<a href="#">SB 415</a> <a href="#">Melendez R</a>  Transportation funds: county apportionments: county	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/25/2021)(May be acted upon Jan 2022)	Existing law provides for a portion of gasoline and diesel excise tax revenues in the Highway Users Tax Account to be distributed by formula by the Controller to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law requires various funds, including a portion of gasoline and diesel excise tax revenues and revenues from certain vehicle fees, to be deposited in the Road Maintenance and Rehabilitation Account. Existing law, after certain allocations from the Road Maintenance and Rehabilitation Account are made, requires 50% of the remaining funds in the account to be annually apportioned to cities and counties by	

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maintained roads.		the Controller pursuant to a specified formula, which, for counties, includes the number of registered vehicles and maintained miles of county roads. Existing law requires the funds distributed to local governments from these accounts to be used for certain transportation purposes. Existing law requires each county to annually submit to the Department of Transportation any additions or exclusions from its mileage of maintained county highways. Existing law requires the department to certify county mileage figures to the Controller. This bill contains other existing laws.	
<a href="#">SB 423</a> <a href="#">Stern</a> D  Energy: firm zero-carbon resources.	9/23/2021- S. CHAPTERED 9/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 243, Statutes of 2021.	Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to biennially adopt an integrated energy policy report that includes an overview of major energy trends and issues facing the state and an assessment and forecast of system reliability and the need for resource additions, efficiency, and conservation that considers all aspects of energy industries and markets that are essential for the state economy, general welfare, public health and safety, energy diversity, and protection of the environment. This bill would require the Energy Commission to timely incorporate into its integrated energy policy reports electrical resources that can individually, or in combination, deliver electricity with high availability for the expected duration of multiday extreme or atypical weather events and facilitate integration of eligible renewable energy resources into the electrical grid and the transition to a zero-carbon electrical grid, referred to as “firm zero-carbon resources.” This bill contains other related provisions.	
<a href="#">SB 437</a> <a href="#">Wieckowski</a> D  Local publicly owned electric utilities:	7/23/2021- S. CHAPTERED 7/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 138, Statutes of 2021.	Existing law requires that the governing board of a local publicly owned electric utility with an annual electrical demand exceeding 700 gigawatthours adopt an integrated resource plan and a process for updating the plan at least once every 5 years to ensure the utility achieves specified objectives. Existing law requires that the local publicly owned electric utility’s integrated resource plan address procurement for, among other things, transportation electrification. This bill would require that each updated integrated resource plan include	

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integrated resource planning: transportation electrification.		details of the utility’s electrical service rate design that support transportation electrification, and existing or planned incentives to support transportation electrification, as specified. The bill would require that the rate design include details for all applicable transportation sectors. The bill would require that each integrated resource plan include information about the utility’s customer education and outreach efforts being implemented to inform utility customers of available incentives and decisionmaking tools, such as cost calculators or cost estimates that can assist customers in predicting the cost of paying for electricity for vehicles. By placing additional requirements upon local publicly owned electric utilities, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 456</a> <a href="#">Laird D</a>  Fire prevention: wildfire and forest resilience: action plan: reports.	9/28/2021- S. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 387, Statutes of 2021.	Existing law establishes in the Natural Resources Agency the Department of Forestry and Fire Protection, and requires the department to be responsible for, among other things, fire protection and prevention, as provided. The former Governor, Edmund G. Brown Jr., issued an executive order relating to, among other subjects, the streamlining of permitting for landowner-initiated projects for the improvement of forest health and the reduction of forest fire fuels on their properties. Pursuant to this executive order, a Forest Management Task Force involving specified state agencies was convened and an action plan was created. This bill would rename the task force the Wildfire and Forest Resilience Task Force and require the task force, including the agency and the department, on January 1, 2022, to develop a comprehensive implementation strategy to track and ensure the achievement of the goals and key actions identified in the action plan, as provided. The bill would require the implementation strategy to address specified actions, including increasing the pace and scale of wildfire and forest resilience activities, as provided. The bill would require the task force, on or before January 1, 2023, and annually thereafter until January 1, 2048, to submit a report containing specified information, including progress made in achieving the goals and key actions identified in the action plan, to the appropriate policy and budget	

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		committees of the Legislature. The bill would require the task force, on or before January 1, 2026, and every 5 years thereafter, to update the action plan, as provided. The bill would require the task force to invite the participation of specified federal entities in the creation, alignment, and coordination of joint efforts related to the above-described provisions.	
<a href="#">SB 475</a> <a href="#">Cortese D</a>  Transportation planning: sustainable communities strategies.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/26/2021)(May be acted upon Jan 2022)	Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. As part of a regional transportation plan, existing law requires a metropolitan planning organization to adopt a sustainable communities strategy, which is designed to 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. Existing law requires the State Air Resources Board to update the regional greenhouse gas emission reduction targets every 8 years consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan under federal law until 2050. Existing law requires the State Air Resources Board to appoint a Regional Targets Advisory Committee, consisting of representatives of various entities, to recommend factors and methodologies to be used for setting greenhouse gas emission reduction targets for the regions required to prepare a sustainable communities strategy or alternative planning strategy as part of their regional transportation plan. This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill	

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		<p>would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan’s consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity. The bill would also require the State-Regional Collaborative for Climate, Equity, and Resilience to identify best practice implementation actions and generate point-based climate impact scores for each implementation action. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience, on or before December 31, 2022, to issue its recommendations to the State Air Resources Board for incorporation into the new guidelines for sustainable communities strategies. The bill would require the State Air Resources Board, in consultation with California Transportation Commission and the Department of Housing and Community Development, to identify regional greenhouse gas emission reduction targets for long-range strategies through 2050 and near-term implementation actions through 2030 to reduce emissions from automobiles and light trucks. The bill would require the State Air Resources Board to demonstrate, by March 30, 2023, how the targets could be achieved with existing revenues using tools developed by the State-Regional Collaborative for Climate, Equity, and Resilience, and would require an opportunity for public comment and a public hearing, before adoption of targets on or before June 30, 2023. The bill would require the state board to update the regional greenhouse gas emission reduction targets for near-term implementation actions every 4 years consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan under federal law until 2050 and ensure that the targets are achievable within the context of each region’s approach to meeting specified housing goals and climate adaptation strategies. The bill would also require the State Energy Resources Conservation and Development Commission, on or before July 1, 2023, and in consultation with various state entities, to set regional building decarbonization targets for 2030 and</p>	

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		2045 consistent with the state’s targets for reducing emissions of greenhouse gases in the state’s residential and commercial building stock for each geographic area represented by a metropolitan planning organization. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above. This bill contains other existing laws.	
<a href="#">SB 478</a> <a href="#">Wiener D</a>  Planning and Zoning Law: housing development projects.	9/28/2021- S. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 363, Statutes of 2021.	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law also requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would prohibit a local agency, as defined, from imposing a floor area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to 10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would physically preclude a housing development project from achieving the floor area ratios described above. The bill would prohibit a local agency from denying a housing development project located on an existing legal parcel solely on the basis that the lot area of the proposed lot does not meet the local agency’s requirements for minimum lot size. The bill would only apply to housing development projects that meet specified requirements, including, among other things, that the project be located in a multifamily residential zone or a mixed-use zone, as specified. The bill would additionally require the department to identify violations by a local government of these provisions, as described	

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		above. This bill would add the Housing Crisis Act of 2019 to the specified provisions of law for which the department is required to give notice of a violation. This bill contains other related provisions and other existing laws.	
<a href="#">SB 500</a> <a href="#">Min D</a>  Autonomous vehicles: zero emissions.	9/23/2021- S. CHAPTERED 9/23/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 277, Statutes of 2021.	Existing law authorizes the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements, including the submission of an application to the Department of Motor Vehicles (DMV) with specified certifications regarding the features of the autonomous vehicle, among other things. This bill, commencing January 1, 2030, and to the extent authorized by federal law, would prohibit the operation of certain new autonomous vehicles that are not zero-emission vehicles, as defined. The bill would also prohibit the DMV from commencing rulemaking for the adoption of regulations implementing this provision until January 1, 2027. This bill contains other existing laws.	
<a href="#">SB 527</a> <a href="#">Melendez R</a>  Greenhouse Gas Reduction Fund: high-speed rail: Salton Sea restoration.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/25/2021)(May be acted upon Jan 2022)	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. The act authorizes the state board to include in its regulation of those emissions 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. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain components of a specified high-speed rail project. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022–23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund. This bill contains other existing laws.	

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<a href="#">SB 542</a> <a href="#">Limón</a> D  Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)	Existing sales and use tax laws impose taxes on retailers measured by 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, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.	
<a href="#">SB 548</a> <a href="#">Eggman</a> D  Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.	9/22/2021-S. CHAPTERED 9/23/2021-Chaptered by Secretary of State. Chapter 220, Statutes of 2021.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Existing law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would require the authority to be considered a rail transit district, thereby exempting the authority from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.	

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<a href="#">SB 551</a> <a href="#">Stern</a> D California Zero-Emission Vehicle Authority.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)	Existing law provides for various state programs and services for the purpose of attracting and retaining businesses in the state. Existing law creates the Governor’s Office of Business and Economic Development and requires the office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the California Zero-Emission Vehicle Authority within the Governor’s Office of Business and Economic Development. The bill would require the authority to coordinate activities among state agencies to advance zero-emission vehicle infrastructure deployment, including charging stations and hydrogen refueling stations, as well as ensure related equity, workforce development, economic development, and other needs are addressed, as specified. The bill would require the authority to publish on its internet website and report to the relevant policy committees of the Legislature an update on its progress in prescribed activities, including metrics in specified areas, including vehicle sales and job training. The bill would repeal these provisions on January 1, 2029.	
<a href="#">SB 563</a> <a href="#">Allen</a> D Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs:	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)	Existing law, the Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Existing law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district.	

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enhanced infrastructure financing plan review and amendment process.		Existing law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county. The bill would require specified minimum percentages of the funds be used for homelessness prevention programs or development of affordable housing that is within 1/2 mile of a major transit stop, as specified. The bill would revise the description of tax revenue that may be allocated to a district. The bill would require first priority for the housing be given to households who were displaced from the district within the past 10 years, and secondary priority for households with a member or members who are employed within 2 miles of the housing or who live within the district and are children, elderly, or disabled. The bill would require first priority for the homelessness prevention programs to be given to households living within the district with a member or members who are employed within the district or who are children, elderly, or disabled, and secondary priority for households not living within the district with a member or members who are employed within the district or who are children, elderly, or disabled. The bill would authorize the remaining funds to be used for certain transit related projects in specified areas within a 1/2 mile of a major transit stop. The bill would also authorize the remaining funds to be used for certain homelessness prevention, affordable housing, enhanced transit ridership, or greenhouse gas emission reduction projects or programs throughout the district. The bill would prohibit a project receiving financing from an enhanced infrastructure financing district unless various requirements regarding the use of a skilled and trained workforce, as defined, on the project are satisfied. The bill would prescribe enforcement procedures and penalties in this regard. By requiring that a developer certify specified information with respect to these requirements, this bill would expand the crime of perjury. This bill contains other related provisions and other existing laws.	

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<a href="#">SB 580</a> <a href="#">Hueso D</a> Department of Transportation: highways and roads: recycled plastics study and specifications.	6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/26/2021)(May be acted upon Jan 2022)	The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Existing law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials. Existing law requires a local agency that has jurisdiction over a street or highway to either adopt these standards developed by the Department of Transportation or to discuss at a public hearing why the standards are not being adopted. Existing law requires the State Procurement Officer, when purchasing materials to be used in paving or paving subbase for use by the Department of Transportation and any other state agency that provides road construction and repair services, to contract for those items that use recycled material in those materials, unless the Director of Transportation determines that the use of the materials is not cost effective. This bill would authorize the department to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits and detrimental impacts of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. If the department conducts the study, the bill would require the Ocean Protection Council to review the study design and findings to determine how including recycled plastics in asphalt for use as a paving material will impact the ocean's health and would require the department to assess, as part of the study, any life-cycle environmental benefits or detrimental impacts identified by the council. If the department determines that this use of recycled plastics is feasible and that recycled plastics can be included in asphalt in a manner that is cost effective and provides life-cycle environmental benefits, the bill would authorize the department to establish specifications for including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road. The bill would require the department	

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		to prepare and submit, on or before January 1 of each year, commencing January 1, 2023, an analysis to the Assembly Committee on Transportation and the Senate Committee on Transportation on its progress studying recycled plastics and its progress toward establishing specifications for including recycled plastics in asphalt, as described above. The bill would require a local agency that has jurisdiction over a street or highway to either adopt the specifications established by the Department of Transportation or discuss at a public hearing why the specifications are not being adopted. By increasing the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 582</a> <a href="#">Stern D</a>  Climate Emergency Mitigation, Safe Restoration, and Just Resilience Act of 2021.	6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)	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. 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 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 plan not less than every 5 years. 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. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% and up to 80% below the 1990 level by 2030. By expanding the scope of a crime, this bill would imposed a state-mandated local program. The bill would adopt a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible to secure a safe climate for all, and to restore community health and reverse the impacts from the damage and injustice climate change is causing to the people, the economy, and the environment of	

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		California. The bill would require the Secretary of the Natural Resources Agency, in coordination with the Secretary for Environmental Protection and the State Air Resources Board, and concurrent with the scoping plan, to develop a climate restoration plan that specifies carbon removal targets, before 2035, as necessary to facilitate achievement of those goals. This bill contains other related provisions and other existing laws.	
<a href="#">SB 598</a> <a href="#">Pan D</a> Sacramento Regional Transit District: employee relations.	10/4/2021- S. CHAPTERED 10/4/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 492, Statutes of 2021.	Existing law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining, including the Meyers-Miliias-Brown Act. Existing law includes within PERB's jurisdiction the resolution of disputes alleging violation of rules and regulations adopted by a public agency, as defined, concerning unit determinations, representations, recognition, and elections, as specified. Existing law authorizes PERB to adopt rules and regulations to carry out its purposes, as provided. Existing law does not apply the above provisions to employees of specified transit agencies, including the Sacramento Regional Transit District, among others. This bill would grant PERB jurisdiction to enforce these labor provisions applicable to the Sacramento Regional Transit District. The bill would require PERB to perform its duties imposed by the bill consistent with existing regulations, and would authorize PERB to make additional regulations, as specified. The bill would authorize an exclusive representative to move one or more of its bargaining units to the jurisdiction of PERB to adjudicate complaints of specified labor violations as an unfair labor practice, and would make the jurisdiction of PERB irrevocable for that bargaining unit. The bill would give PERB the exclusive jurisdiction to make the initial determination of whether the charge of unfair practice is justified and, if so, to determine the appropriate remedy necessary. The bill would provide that exclusive representatives have the right to represent their bargaining units in employer-employee relations with the district, and employees have the right to be represented by their exclusive representative. The bill would require the	

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		<p>district to give reasonable written notice to an exclusive representative of its intent to make any changes to matters within the scope of representation for purposes of providing the exclusive representative a reasonable amount of time to negotiate with the district regarding the proposed changes. The bill would also make it unlawful for the district or an employee organization to engage in certain acts, including imposing or threatening to impose reprisals on employees, or refusing to meet and negotiate in good faith in mutually agreed upon impasse procedures. By requiring the district transit agencies to adjudicate claims before PERB, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>	
<p><a href="#">SB 602</a> <a href="#">Laird D</a></p> <p>Review of conservatorship s: care plans.</p>	<p>6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 5/26/2021)(May be acted upon Jan 2022)</p>	<p>Existing law generally provides for the establishment, review, and termination of conservatorships. Existing law specifies the persons who may be appointed as a conservator and requires the court to review a conservatorship 6 months after the initial appointment of the conservator, one year after the appointment of the conservator, and annually thereafter. Existing law sets forth the powers and duties of a conservator for the care, custody, and control of a conservatee. This bill would require a conservator, within 30 days of appointment and within 30 days before a hearing to determine the continuation or termination of an existing conservatorship, to submit a care plan to specified persons regarding the care, custody, and control of the conservatee. The bill would require the Judicial Council to develop a form for the care plan, which would be required to include specified information, including descriptions of the conservatee’s living arrangement and level of care and any plans to modify those within the next 12 months. The bill would impose sanctions for a conservator’s failure to timely submit a care plan, including requiring the court to impose a civil penalty in any amount up to \$5,000, to be deposited into an unspecified fund, unless the court finds good cause to not impose a penalty. The bill would require the most recent care plan to be included within the court investigator’s report,</p>	

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		and would further require the court to review the most recent care plan in determining the continuation or termination of the conservatorship.	
<a href="#">SB 623</a> <a href="#">Newman</a> D  Electronic toll and transit fare collection systems.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/13/2021)(May be acted upon Jan 2022)	Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability. This bill contains other related provisions and other existing laws.	
<a href="#">SB 640</a> <a href="#">Becker</a> D  Transportation financing: jointly funded projects.	7/16/2021- S. CHAPTERED 7/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 108, Statutes of 2021.	Existing law vests the Department of Transportation with full possession and control of the state highway system and associated property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of	

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		those funds. This bill would authorize cities and counties to propose projects to be jointly funded by the cities and counties' apportionments of those funds, as specified.	
<a href="#">SB 643</a> <a href="#">Archuleta</a> D  Fuel cell electric vehicle fueling infrastructure and fuel production: statewide assessment.	10/7/2021- S. CHAPTERED 10/7/2021-Chaptered by Secretary of State - Chapter 646, Statutes of 2021.		
<a href="#">SB 649</a> <a href="#">Cortese</a> D  Local governments: affordable housing: local tenant preference.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 6/17/2021)(May be acted upon Jan 2022)	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permit local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill, subject to certain requirements and limitations, would authorize a local government to allow a local tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by	

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		adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.	
<a href="#">SB 653</a> <a href="#">Wieckowski</a> D	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 2/19/2021)(May be acted upon Jan 2022)	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for extra legal loads, after December 31, 1990, unless the local agency had imposed the fee prior to June 1, 1989. This bill would delete obsolete references and make other technical, nonsubstantive changes to these provisions.	
Vehicles: local agency charges: use of streets or highways.			
<a href="#">SB 662</a> <a href="#">Archuleta</a> D	5/25/2021-S. 2 YEAR 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)	Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the Public Utilities Commission (PUC), in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and the State Air Resources Board (state board), to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification, as defined, to achieve specified results. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they meet specified requirements. This bill would require the PUC to additionally evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of hydrogen to fuel low-emission vehicles, as provided. The bill would require the PUC, in consultation with the state board and the Energy Commission, to authorize gas corporations to file applications for investments in programs to accelerate zero-emission vehicle transportation, defined to include both transportation electrification and the use of hydrogen when it is used as a transportation fuel in fuel cell electric vehicles, to advance specified environmental objectives. The bill would require the PUC to approve, or modify and approve, programs and investments in zero-emission vehicle transportation,	
Energy: transportation sector: hydrogen.			

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		including hydrogen and hydrogen-related pipelines, hydrogen distribution, and make-ready infrastructure for hydrogen, using a reasonable cost recovery mechanism if they are consistent with the specified environmental objectives, do not unfairly compete with nonutility enterprises, include performance accountability measures, are in the interest of ratepayers, as defined, do not result in cost shifts in customer rates or a net increase in emissions from the energy sector as determined by the state board, and otherwise meet any applicable renewable or emissions standard or requirement of then existing laws and regulations. This bill contains other existing laws.	
<a href="#">SB 671</a> <a href="#">Gonzalez D</a>  Transportation: Clean Freight Corridor Efficiency Assessment.	10/8/21 CHAPTERED -Approved by the Governor. Chaptered by Secretary of State.	Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law establishes the California Transportation Commission and requires it to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. Existing law requires the Department of Transportation to update the California Transportation Plan every 5 years and ensure that the plan addresses how the state will achieve maximum feasible emissions reductions. Existing law also requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment’s findings and recommendations to certain committees of the Legislature by December 1, 2023. The bill would require the assessment’s findings and recommendations	Support

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		to be incorporated into the development of the California Transportation Plan. The bill would require the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in the assessment. This bill contains other related provisions and other existing laws.	
<a href="#">SB 674</a> <a href="#">Durazo D</a>  Public Contracts: workforce development: covered public contracts.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)	Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define. Pursuant to these definitions, applicants for covered public contracts would state the minimum number of jobs, proposed wages, benefits, investment in training, specific protections for worker health and safety, and targeted hiring plans for displaced workers and individuals facing barriers to jobs, as specified, in exchange for covered public contracts. The bill would require an applicant for a covered public contract that uses entirely state and local funds to complete a California Jobs Plan form, while applicants for covered public contracts that use any amount of federal funds would	

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		complete the United States Jobs Plan.This bill contains other related provisions and other existing laws.	
<a href="#">SB 687</a> <a href="#">Hueso</a> D  Emergency response: trauma kits.	8/27/2021-A. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)	Under existing law, everyone is generally responsible, not only for the result of their willful acts, but also for an injury occasioned to another by their want of ordinary care or skill in the management of their property or person. Existing law exempts from civil liability any person who, in good faith and not for compensation, renders emergency medical or nonmedical care or assistance at the scene of an emergency other than an act or omission constituting gross negligence or willful or wanton misconduct. Existing law exempts public or private organizations that sponsor, authorize, support, finance, or supervise the training of people, or certifies those people in emergency medical services, from liability for civil damages alleged to result from those training programs.This bill would define “trauma kit” to mean a first aid response kit that contains specified items, including, among other things, a tourniquet. The bill would require a person or entity that supplies a trauma kit to provide the person or entity that acquires the trauma kit with all information governing the use, installation, operation, training, and maintenance of the trauma kit. The bill would apply the provisions governing civil liability described above to a lay rescuer or person who renders emergency care or treatment by the use of a trauma kit and to a person or entity that provides training in the use of a trauma kit to provide emergency medical treatment, or certifies certain persons in the use of a trauma kit.This bill contains other related provisions and other existing laws.	
<a href="#">SB 719</a> <a href="#">Min</a> D  Surplus land: exempt surplus land: eligible	7/14/2021-A. 2 YEAR 7/14/2021-Failed Deadline pursuant to Rule 61(a)(11). (Last location was L. GOV. on 6/10/2021)(May be acted upon Jan 2022)	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, “surplus land” to mean land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property	

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military base land.		necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require at least 20% of the residential units that are permitted after January 1, 2022, to be restricted to persons and families of low or moderate income, and at least 15% of those units to be restricted to lower income households, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. This bill contains other related provisions and other existing laws.	
<a href="#">SB 726</a> <a href="#">Gonzalez D</a> Alternative fuel and vehicle technologies: sustainable transportation.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/7/2021)(May be acted upon Jan 2022)	Existing law establishes the Alternative and Renewable Fuel and Vehicle Technology 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. Existing law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. Existing law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. This bill would revise and recast the program to expand the purpose of the program to include developing and deploying innovative technologies that transform California’s fuel and vehicle types to help reduce criteria air pollutants and air toxics. The bill would no longer require the commission to provide certain project preferences. The bill would delete the list of projects	

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		that the commission is required to make eligible for funding. The bill would authorize the commission to periodically review incentive programs, as provided. The bill would provide that the goals of the program shall be to advance the state’s clean transportation, equity, air quality, and climate emission goals and would require the commission to ensure program investments support specified requirements. The bill would require the commission to expend at least 50% of the moneys appropriated to the program for projects that directly benefit or serve residents of disadvantaged and low-income communities and low-income Californians, and would require at least 50% of funding for tangible location-based investments to be expended in disadvantaged and low-income communities. The bill would delete various other requirements relating to the administration of the program. This bill contains other related provisions.	
<a href="#">SB 728</a> <a href="#">Hertzberg D</a>  Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.	9/28/2021- S. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 365, Statutes of 2021.	Existing law, commonly referred to as 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, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Existing law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, instead, would require the developer and the city or county to ensure that (1) a for-sale unit that qualified the developer for the award of the density bonus is initially occupied by a person or family of the required income, offered at an affordable housing cost, as defined, and includes an equity sharing agreement, as specified, or (2) a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, as specified, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the	

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		property to first offer the nonprofit corporation the opportunity to repurchase the property. By imposing these requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.	
<a href="#">SB 735</a> <a href="#">Rubio D</a> Vehicles: speed safety cameras.	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/18/2021)(May be acted upon Jan 2022)	Existing 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, highway conditions, and in no event at a speed that endangers the safety of persons or property. Existing law authorizes the use of automated traffic enforcement systems to monitor stops at specified locations, such as limit lines and intersections, but does not expressly authorize the use of automated speed enforcement in this state. Existing law establishes a pilot program for the adjudication of traffic infractions that does not require a personal appearance. The pilot program includes the creation of an online adjudicatory tool to determine a person's ability to pay the amount due. The bill would authorize a local authority to use a traffic speed safety system, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a traffic speed safety system, including, among other things, notice to the public, issuance of citations, and confidentiality of data. The bill would create an administrative proceeding for persons to pay or contest a citation captured by a traffic speed safety system and a procedure to appeal an adverse decision. The bill would impose a civil penalty for a violation. The bill would require the use of the online adjudicatory tool to determine a person's ability to pay that penalty and require that fees be collected pursuant to the process created in the pilot program described above. This bill contains other existing laws.	
<a href="#">SB 743</a> <a href="#">Bradford D</a> Housing	8/27/2021-A. 2 YEAR 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Existing law requires the commission to develop, implement, and administer the California Advanced Services Fund program to encourage deployment of high-quality advanced communications services to all Californians that will	

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developments: broadband adoption: grant program.	SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)	promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies.This bill, upon appropriation by the Legislature, would require the Public Utilities Commission to establish a grant program to fund broadband adoption, digital literacy, and computer equipment for eligible publicly supported communities, low-income mobilehome parks, and farmworker housing, as defined. The bill would require the commission to award grants to eligible publicly supportedcommunities, low-income mobilehome parks, and farmworker housing for the purpose of providing either or both funding for computer equipment and to establish computer labs, and ongoing funding for broadband service and digital literacy programs.This bill contains other existing laws.	
<a href="#">SB 746 Skinner D</a> California Consumer Privacy Act of 2018: personal information: political purpose.	6/4/2021-S. 2 YEAR 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)	Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer, as defined, various rights with regard to personal information relating to that consumer that is held by a business, as defined, including the right to request that a business that collects personal information about the consumer disclose the categories of personal information it has collected about that consumer. The California Privacy Rights Act of 2020, approved by the voters as Proposition 24 at the November 3, 2020, statewide general election, establishes the California Privacy Protection Agency, which is vested with full administrative power, authority, and jurisdiction to implement and enforce the California Consumer Privacy Act of 2018.This bill would grant a consumer the right to request that a business disclose to the consumer whether or not the business uses personal information collected about the consumer for a political purpose, as defined. The bill would require a business that collects personal information about a consumer and uses that information for a political purpose to disclose to the consumer specified information upon receipt of a verifiable consumer request from the consumer, including the name of any candidate or committee for which the consumer’s personal information was used for a political purpose. The bill would also require the business to disclose that information to the California	

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		Privacy Protection Agency or the Attorney General, as specified. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.	
<a href="#">SB 751</a> <a href="#">Gonzalez</a> D  Environmental justice.	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 2/19/2021)(May be acted upon Jan 2022)	Existing law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. This bill would state the intent of the Legislature to enact subsequent legislation to promote environmental justice by ensuring that disadvantaged communities, often low-income communities of color, do not continue to be overburdened with unfair shares of pollution.	
<a href="#">SB 771</a> <a href="#">Becker</a> D  Sales and Use Tax Law: zero emissions vehicle exemption.	9/10/2021-A. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was DESK on 5/26/2021)(May be acted upon Jan 2022)	Existing 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. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund. This bill contains other related provisions and other existing laws.	
<a href="#">SB 780</a> <a href="#">Cortese</a> D  Local finance: public	9/28/2021-S. CHAPTERED 9/28/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 391, Statutes of 2021.	Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. If a district has only one participating affected taxing entity, existing law requires the public financing authority's membership to consist of 3 members of the legislative body and 2 members of the public chosen by the legislative body. If a district has 2 or more	

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investment authorities.		participating affected taxing entities, existing law requires the public financing authority's membership to consist of a majority of members from the legislative bodies of the participating entities, and a minimum of 2 members of the public chosen by the legislative bodies of the participating entities. This bill would authorize the legislative bodies, as defined, to appoint an alternate member to the public financing authority who may serve and vote in place of a member who is absent or disqualifies themselves from participating in a meeting of the authority. If a district has more than 3 participating affected taxing entities, the bill would authorize the legislative bodies of the taxing entities to, upon agreement, appoint only one member of their respective legislative bodies, and one alternate member, in addition to the public members. This bill contains other related provisions and other existing laws.	
<a href="#">SB 798</a> <a href="#">Wieckowski</a> D	9/10/2021-S. 2 YEAR 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 2/19/2021)(May be acted upon Jan 2022)	Existing law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Existing law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.	
Trade Corridor Enhancement Account.			
<a href="#">SB 809</a> <a href="#">Allen</a> D	4/30/2021-S. 2 YEAR 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was HOUSING on 3/18/2021)(May be acted upon Jan 2022)	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. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels, as specified. This bill would authorize a city or county to satisfy part of its requirement to identify zones suitable	
Multijurisdictional regional agreements: housing element.			

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		<p>for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction's housing need for a designated income level. The bill would prohibit the jurisdictions that are a party to a multijurisdictional regional agreement from claiming an aggregate capacity in an amount greater than the actual capacity created by the housing development subject to the agreement. This bill contains other related provisions.</p>	

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**FEDERAL LEGISLATION**

BILL/AUTHOR	DESCRIPTION	STATUS
<p><b>S. 1931</b> <b>Sen. Tom Carper (D- DE)</b></p>	<p><b>THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021</b></p> <p>Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.</p>	<p>5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW)</p> <p>08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure Investment and Jobs Act (H.R. 3684, as amended), and passed out of the U.S. Senate. The bill is currently awaiting consideration in the U.S. House of Representatives.</p>
<p><b>H.R. 2287 / S. 1172</b> <b>Rep. Ayanna Pressley (D - MA) and Sen. Ed Markey (D – MA)</b></p>	<p><b>FREEDOM TO MOVE ACT</b></p> <p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p>	<p>4/15/21 – Re-introduced in the House and Senate</p> <p>8/27/20 - Board adopts a support position</p>

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<p><b>H.R. 5228 / S. 2726</b></p> <p><b>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)</b></p>	<p><b>PUBLIC TRANSPORTATION EXPANSION ACT</b></p> <p>The <i>Public Transportation Expansion Act</i> would create a Federal grant program to fund public transportation expansion to serve low-income communities and connect affordable housing with transit networks, including through the provision of fareless or reduced-fare service.</p> <p>The bill would also, for the first time in decades, allow large transit operators to use federal funds for operating expenses.</p>	<p>9/10/21 – Bill introduced and referred to Transportation and Infrastructure and Financial Services Committees in the House; referred to Committee on Banking, Housing, and Urban Affairs in the Senate</p> <p>LA METRO monitoring this pending legislation</p>
<p><b>H. R. 3684</b></p> <p><b>Rep. Peter DeFazio (D-OR)</b></p>	<p><b>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</b></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”. Bill now awaits either conference or concurrence vote in the House.</p> <p>6/25/20 - Board adopts a Support position</p>

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<p><b>H.R. 4550</b></p> <p><b>Rep. David Price (D – NC)</b></p>	<p><b>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</b></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>7/29/21 – Passed the House as part of Consolidated Appropriations Act, H.R. 4502</p>
<p><b>Senate Bill 1790</b></p> <p>Senator James Inhofe (R – OK)</p>	<p><b>NATIONAL DEFENSE AUTHORIZATION ACT</b></p> <p>Authorizes Department of Defense programs – includes language with respect to prohibitions on the use of federal funds for procuring rolling stock from China.</p>	<p>12/20/19 – Signed into law by the President  12/17/19 – passed by the U.S. Senate  12/11/19 – passed by the U.S. House of Representatives</p>
<p><b>Senate Bill 352</b></p> <p>Senator John Cornyn (R-TX)  And  Senator Mark Warner (D-VA)</p>	<p><b>“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT</b></p> <p>The U.S. Department of Transportation (USDOT) currently has a statutory cap (\$15 billion) on the amount of Private Activity Bonds available for approval to finance infrastructure projects. USDOT has issued and allocated a total of \$12.4 billion in Private Activity Bonds, leaving just over \$2.5 billion available nationwide. It is expected that future project approvals throughout the nation will continue to decrease the amount of Private Activity Bonds available. S. 352 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.</p>	<p>Senate – Referred to Committee on Finance</p>
<p><b>H.R. 1139</b></p>	<p><b>THE TRANSIT WORKER AND PEDESTRIAN PROTECTION ACT</b></p>	<p>7/29/18 – Metro Board approves Support Work With Author position for a similar bill</p>

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<p>U.S. Representative Grace Napolitano (D- CA)</p>	<p>Would give transit agencies two years to develop a Bus Operations Safety Risk Reduction Program in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT).</p> <p>The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs:</p> <ul style="list-style-type: none"> <li>• Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators</li> <li>• De-escalation training for bus operators</li> <li>• Modified bus specifications and retrofits to reduce visibility impairments</li> <li>• Driver assistance technology that reduces accidents</li> <li>• Installation of enhanced bus driver seating to reduce ergonomic injuries</li> </ul> <p>This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT’s National Transit Database (NTD).</p>	<p>House - Referred to the Subcommittee on Highways and Transit</p>
<p><b>Senate Bill 2164</b> Rep. Julia Brownley (D- Ventura County)</p>	<p><b>THE GREEN BUS ACT OF 2019</b> The bill would increase funding for the federal zero-emission bus grant programs. The bill would also give preference to agencies that have an approved plan to move their bus fleets to all zero emission buses. Lastly, the bill would require that all federal funding be restricted to only zero-emission buses by 2029.</p>	<p>House - Referred to the Subcommittee on Highways and Transit</p>
<p><b>H.R. 4101/S. 2404</b> Representative Karen Bass (CA-37) and U.S. Senator Kirsten Gillibrand</p>	<p><b>BUILD LOCAL, HIRE LOCAL ACT</b> This bill would allow for geographic based hiring to take place on federally funded projects, among other provisions related to U.S. Employment Plan use, and transparency and accountability provisions related to Buy America. The legislation, if approved in its current form, would require the use of Local Hire on all federally funded infrastructure projects, not just projects funded through U.S. Department of Transportation. The bill includes an increase in the required set-aside for SBE and DBE participation for federally funded</p>	<p>9/26/19: Board adopts a Support position</p>

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	contracts. The bill also develops new best value procurement standards that give preference to bids that use the U.S. Employment Plan.	
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