

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

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
<p>AB 1604 Holden D</p> <p>The Upward Mobility Act of 2022: boards and commissions: civil service: examinations: classifications.</p>	<p>4/6/2022-A. APPR. SUSPENSE FILE 4/6/2022-In committee: Set, first hearing. Referred to suspense file.</p>	<p>Current law provides that it is the policy of the State of California that the composition of state boards and commissions shall be broadly reflective of the general public, including ethnic minorities and women. This bill would, except as specified, require that, on or after January 1, 2023, all state boards and commissions consisting of one or more volunteer members have at least one board member or commissioner from an underrepresented community. The bill would define the term "board member or commissioner from an underrepresented community" as an individual who self-identifies as Black, African American, Hispanic, Latino, Asian, Pacific Islander, Native American, Native Hawaiian, or Alaska Native; who self-identifies as gay, lesbian, bisexual, or transgender; who is a veteran, as defined; or who has a disability, as defined.</p>	
<p>AB 1616 Petrie-Norris D</p> <p>Economic relief: California Emergency Relief Fund.</p>	<p>4/21/2022-A. RLS. 4/21/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.</p>	<p>Current law transferred \$150,000,000 from the General Fund to the California Emergency Relief Fund for purposes relating to the COVID-19 emergency proclaimed by the Governor on March 4, 2020. Existing law authorizes the Controller to make a one-time payment to qualified recipients in a form and manner determined by the Franchise Tax Board. This bill would require the Controller to issue one-time cost-of-living payments of specified amounts to qualified recipients, as defined, from the California Emergency Relief Fund. The bill would transfer, from the General Fund to the California Emergency Relief Fund, the amount necessary for the Controller to issue these one-time payments, and would appropriate that amount from the California Emergency Relief Fund to the Controller for that purpose. The bill would require the Controller to issue the payments by June 15, 2023, to the extent practicable.</p>	
<p>AB 1626 Nguyen R</p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>1/10/2022-A. PRINT 1/11/2022-From printer. May be heard in committee February 10.</p>	<p>Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.</p>	
<p>AB 1634 Boerner Horvath D</p> <p>Employment: clean economy: the Office of Just Transition.</p>	<p>1/12/2022-A. PRINT 1/13/2022-From printer. May be heard in committee February 12.</p>	<p>Would express the intent of the Legislature to enact subsequent legislation to create the Office of Just Transition in the Labor and Workforce Development Agency to help communities and workers transition to carbon neutrality jobs that build a robust clean economy in which all Californians prosper.</p>	

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AB 1638 Kiley R Motor Vehicle Fuel Tax Law: suspension of tax.	4/4/2022-A. APPR. 4/7/2022-Stricken from file.	Would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.	
AB 1640 Ward D Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Current 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. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current 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.	
AB 1644 Flora R Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.	5/4/2022-A. CONSENT CALENDAR 5/5/2022-Read second time. Ordered to Consent Calendar.	Current law, beginning in the 2022-23 fiscal year through the 2028-29 fiscal year, continuously appropriates \$200,000,000 from the fund to the Department of Forestry and Fire Protection for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects. The California Jobs Plan Act of 2021 requires the State Air Resources Board to work with the Labor and Workforce Development Agency to update, n or before July 1, 2025, Greenhouse Gas Reduction Fund funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as provided. Current law exempts from these standards applicants for certain types of projects. This bill would exempt from these standards applicants for projects for healthy forest and fire prevention programs and projects, and the completion of prescribed fire and other fuel reduction projects.	
AB 1661 Davies R	5/4/2022-S. JUD. 5/4/2022-Referred to Com. on JUD.	Current law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a	

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Human trafficking: notice.		person can call for services or support in the elimination of slavery and human trafficking This bill would additionally require that notice to be posted by barbering and cosmetology businesses, as described.	
AB 1678 Fong D Department of Food and Agriculture: Blue Ribbon Commission on Port Congestion and Supply Chain Deficiencies.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Current law requires the Department of Food and Agriculture to promote and protect the agricultural industry of the state. This bill would require the department to establish and convene the Blue Ribbon Commission on Port Congestion and Supply Chain Deficiencies, with the Secretary of Food and Agriculture to serve as the chair and to appoint the other members of the commission. The bill would require the commission to recommend changes needed in the immediate and long-term future to mitigate the negative impacts of port congestion and supply chain deficiencies on agricultural commodities. The bill would require the commission to submit, on or before January 1, 2023, a report to the Legislature documenting its recommendations.	
AB 1679 Fong D Governor's Office of Business and Economic Development: California Business Investment Services Program: Supply Chain Senior Advisor.	5/4/2022-A. APPR. SUSPENSE FILE 5/4/2022-In committee: Set, first hearing. Referred to suspense file.	The Economic Revitalization Act, establishes the Governor's Office of Business and Economic Development, known as "GO-Biz," under the authority of a director appointed by the Governor, within the Governor's 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 require the director to appoint a Supply Chain Senior Advisor within the office to be the principal advocate in the state for the interests of business and industry related to supply chain development and operation and to advise the director on legislation, administrative regulations, and other issues affecting the state's supply chain.	
AB 1680 Lee D Transportation: prohibition orders.	5/5/2022-S. RLS. 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after	

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		delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.	
AB 1685 Bryan D Vehicles: parking violations.	4/27/2022-A. APPR. 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 27). Re-referred to Com. on APPR.	Current law requires a processing agency to offer a payment plan for unpaid parking citations to qualified indigent persons. This bill would require a processing agency to forgive at least \$1,500 in parking fines and fees annually for a qualified homeless person, as specified. The bill would also require a processing agency to provide certain information regarding the parking citation forgiveness program, as specified, including on its internet website. The bill would also require each processing agency that receives an application for the citation forgiveness program to annually report specified information to the California Interagency Council on Homelessness and would require the council to compile this data and submit an annual report to the Legislature.	
AB 1711 Seyarto R Privacy: breach.	5/5/2022-A. THIRD READING 5/5/2022-Read second time. Ordered to third reading.	Current law requires an agency or a person or business that conducts business in California that owns or licenses computerized data that includes personal information to disclose a breach of security of the system following discovery or notification of the breach in the security data to certain residents of California, as specified. This bill would require an agency to post a notice on the agency's internet website when a person or business operating a system on behalf of the agency is required to issue a security breach notification for that system pursuant to the above-described provisions, as specified.	
AB 1721 Rodriguez D California Emergency Services Act: emergency preparedness: mutual aid: seismic retrofitting soft story multifamily housing.	4/4/2022-A. APPR. 4/5/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 4). Re-referred to Com. on APPR.	Would establish the Emergency Medical Services Mutual Aid Program, to be administered by the Office of Emergency Services (OES), to support local government efforts in responding to surges in demand for emergency medical services and provide effective mutual aid during disasters, as defined. The bill would, upon appropriation by the Legislature, require OES to provide noncompetitive grant funding to local governments, special districts, and tribes for the purpose of acquiring emergency medical services, as specified. The bill would also require OES to provide an annual report to the Legislature regarding the program, as specified. The bill would, upon appropriation by the Legislature, require the Controller to transfer \$50,000,000 to the Director of Emergency Services to effectuate these provisions.	

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<p>AB 1751 Daly D</p> <p>Workers' compensation: COVID-19: critical workers.</p>	<p>4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.</p>	<p>Current law defines "injury" for an employee to include illness or death resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, until January 1, 2023. Existing law create a disputable presumption, as specified, that the injury arose out of and in the course of the employment and is compensable, for specified dates of injury. Current law requires an employee to exhaust their paid sick leave benefits and meet specified certification requirements before receiving any temporary disability benefits or, for police officers, firefighters, and other specified employees, a leave of absence. Existing law also make a claim relating to a COVID-19 illness presumptively compensable, as described above, after 30 days or 45 days, rather than 90 days. Current law, until January 1, 2023, allows for a presumption of injury for all employees whose fellow employees at their place of employment experience specified levels of positive testing, and whose employer has 5 or more employees. This bill would extend the above-described provisions relating to COVID-19 until January 1, 2025.</p>	
<p>AB 1778 Garcia, Cristina D</p> <p>State transportation funding: freeway projects: poverty and pollution: Department of Transportation.</p>	<p>4/19/2022-A. APPR. 4/19/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (April 18). Re-referred to Com. on APPR.</p>	<p>Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.</p>	
<p>AB 1833 Ward D</p> <p>San Diego Metropolitan Transit Development Board: North County Transit District: consolidated agency: public contracting.</p>	<p>5/3/2022-A. THIRD READING 5/3/2022-Read second time. Ordered to third reading.</p>	<p>The Mills-Deddeh Transit Development Act establishes the San Diego Metropolitan Transit Development Board, also known as the San Diego Metropolitan Transit System, with specified powers and duties related to the operation of public transit services in a portion of the County of San Diego. Current law requires the board, North County Transit District, and consolidated agency to follow specified procedures when contracting for certain services, the acquisition or lease of materials, supplies, or equipment, architectural, landscape architectural, engineering, environmental, land surveying, or construction project management services. Existing law requires those entities to follow different procedures when the amount of the contract exceeds specified thresholds. This bill would increase those thresholds from \$100,000, or \$50,000 in certain instances, to \$150,000, and would make other clarifying changes, as specified.</p>	

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AB 1883 Quirk-Silva D Public restrooms.	4/28/2022-A. APPR. 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 27). Re-referred to Com. on APPR.	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 and to make the inventory available in a searchable database on its internet website, as specified. The bill would require the database to be updated quarterly. The bill would require the department to conduct educational outreach to the general public and homelessness service providers that the database is available on its internet website.	
AB 1886 Cooper D Public works: definition.	4/7/2022-A. THIRD READING 4/7/2022-Read second time. Ordered to third reading.	Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the definition of "public works" to include street sweeping maintenance performed for the preservation, protection, and keeping of any publicly owned or publicly operated street, road, or highway done under contract and paid for in whole or in part out of public funds.	
AB 1913 Bryan D Los Angeles Community College District: California Center for Climate Change Education.	5/4/2022-A. APPR. SUSPENSE FILE 5/4/2022-In committee: Set, first hearing. Referred to suspense file.	Current law establishes community college districts throughout the state, and authorizes them to provide instruction to students at community college campuses. One of these districts is the Los Angeles Community College District. This bill would establish the California Center for Climate Change Education, as part of the Los Angeles Community College District, to be located at West Los Angeles College, to promote climate change education at the California Community Colleges and establish opportunities for students to engage in hands-on internships and other learning opportunities. The bill would appropriate \$5,000,000 from the General Fund for the development and initial operations of the center.	
AB 1919 Holden D Youth Transit Pass Pilot Program: free youth transit passes:	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, as specified. Current law establishes	

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eligibility for state funding.		the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year.	
AB 1938 Friedman D Transit and Intercity Rail Recovery Task Force.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.	
AB 1944 Lee D Local government: open and public meetings.	5/5/2022-A. THIRD READING 5/5/2022-Read second time. Ordered to third reading.	The Ralph M. Brown 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. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.	
AB 1949 Low D	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first	The California Family Rights Act, which is a part of the California Fair Employment and Housing Act, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. This bill would additionally	

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Employees: bereavement leave.	hearing. Referred to suspense file.	make it an unlawful employment practice for an employer to refuse to grant a request by an eligible employee to take up to 5 days of bereavement leave upon the death of a family member, as defined. The bill would require that leave be completed within 3 months of the date of death. The bill would require that leave be taken pursuant to any existing bereavement leave policy of the employer.	
AB 1953 Maienschein D Drinking water: accessible water bottle refill stations.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Would require, by January 1, 2025, the owner or operator of a transit hub, local park, public building, publicly owned building, shopping mall, or municipal golf course that has a water infrastructure source to install and maintain at least one, or maintain at least one existing, accessible water bottle refill station, as prescribed and except as specified. The bill would also require those owners and operators that have a water bottle refill station that is not accessible to upgrade, by January 1, 2025, the water bottle refill station to an accessible water bottle refill station.	
AB 1975 Nazarian D Local government: bus shelters.	4/28/2022-A. APPR. 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (April 27). Re-referred to Com. on APPR.	Would require each city, including a charter city, county, or city and county, to submit a report to the appropriate policy committees of the Legislature on or before January 1, 2024, and annually thereafter, that identifies the number of bus shelters within the local agency. By imposing additional duties on local agencies, the bill would impose a state-mandated local program.	
AB 1983 Fong R Department of General Services: best value procurement: vehicles and equipment.	4/27/2022-A. APPR. 4/27/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 27). Re- referred to Com. on APPR.	Former law, repealed as of January 1, 2022, authorized the Department of General Services to purchase and equip heavy mobile fleet vehicles and special equipment for use by the Department of Transportation by means of best value procurement, as defined, using specifications and criteria developed in consultation with the Department of Transportation. Former law established requirements for bid evaluation and protest procedures. Former law limited the total value of vehicles and equipment purchased through this best value procurement authorization to \$50,000,000 annually. Former law required the Department of General Services to prepare a prescribed evaluation with regard to this process, to be posted on the Department of Transportation's internet website. This bill would reenact those best value procurement provisions for heavy mobile fleet vehicles and special equipment, to be operative indefinitely.	

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<p>AB 1991 Gabriel D</p> <p>Motels and hotels: publicly funded shelter programs.</p>	<p>4/27/2022-A. APPR. 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 27). Re-referred to Com. on APPR.</p>	<p>Current law regulates the terms and conditions of tenancies and defines the term “persons who hire” for the purpose of regulating residential tenancies. Current law excludes from these provisions, among other things, occupancy at a hotel or motel if certain conditions are met. This bill would provide that the continued occupancy of a shelter program participant, as defined, in a motel or hotel does not constitute a new tenancy and is not considered a “person who hires” for purposes of an unlawful detainer action if the shelter program meets the core components of Housing First, as defined, and specified requirements related to termination policies and grievance processes. The bill would define “shelter program participant” as an occupant of a motel or hotel, as defined, who participates in specified city-, county-, continuum of care-, state-, or federally funded shelter, interim housing, motel voucher, or emergency shelter programs.</p>	
<p>AB 2009 Valladares R</p> <p>California Travel and Tourism Commission.</p>	<p>2/24/2022-A. A.,E.,S.,T., & I.M. 2/24/2022-Referred to Com. on A.,E.,S.,T., & I.M.</p>	<p>The California Tourism Marketing Act requires the Office of Tourism to establish the California Travel and Tourism Commission, as a separate, independent California nonprofit mutual benefit corporation, for the purpose of promoting tourism in California, as specified. Current law creates a board of commissioners to direct the commission and imposes eligibility requirements on commissioners. Specifically, existing law requires commissioners to be professionally active in the tourism industry and have their primary business, trade, or profession be directly related to the tourism industry. Current law requires a commissioner to automatically cease to be a commissioner after 90 days if the commissioner ceases to meet those requirements and does not become eligible again within the 90 days. This bill would extend the period that the commissioner will serve as a commissioner upon ceasing to meet the eligibility criteria from 90 days to 95 days.</p>	
<p>AB 2019 Petrie-Norris D</p> <p>Small and disadvantaged business enterprises.</p>	<p>4/26/2022-A. APPR. 5/3/2022-Re-referred to Com. on APPR.</p>	<p>Current law requires each state agency that significantly regulates or impacts small business to designate at least one person to serve as a small business liaison for the agency. Current law requires the small business liaison to be responsible for, among other things, receiving and responding to complaints received by the agency from small businesses and assisting in ensuring that the procurement and contracting processes of the entity are administered in order to meet or exceed the goal of 25% small business participation. This bill would also require the small business liaison to develop an “economic equity first” action plan and policy for the agency to provide, among other things, direction, recommendations, and strategies as to how to ensure that disadvantaged business enterprises are effectively involved and benefiting from the procurement process of the agency.</p>	

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AB 2039 Rivas, Luz D Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.	5/5/2022-A. SECOND READING 5/5/2022-Read second time and amended. Ordered returned to second reading.	Would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$5,000,000 cap on awards under a single job order contract and a \$1,000,000 cap on any single job order. The bill would limit the term of an initial contract to a maximum of 12 months, with extensions as prescribed. The bill would establish various additional procedures and requirements for the use of job order contracting under this authorization. The bill would require the authority, on or before January 1, 2027, to submit to the appropriate policy and fiscal committees of the Legislature a report on the use of job order contracting under the bill. These provisions would be repealed on January 1, 2028.	Sponsor
AB 2057 Carrillo D Transportation Agency: goods movement data.	4/21/2022-A. APPR. 4/21/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 2.) (April 20). Re-referred to Com. on APPR.	Would require the Transportation Agency to collect and consolidate specified data related to goods movement in the transportation supply chain and would require the agency to make this data publicly available on its internet website. The bill would require all maritime ports to collect specified data and statistics from trucking companies and provide the data to the agency. To the extent this bill would impose additional duties on local agencies operating a maritime port, the bill would impose a state-mandated local program.	
AB 2061 Ting D Transportation electrification: electric vehicle charging infrastructure.	4/6/2022-A. APPR. 4/19/2022-Re-referred to Com. on APPR.	Current law requires the Public Utilities Commission (PUC), in consultation with the Energy Commission and the State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to, among other things, reduce dependence on petroleum and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. 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 certain requirements are met. Beginning July 1, 2023, this bill would require an entity that receives an incentive funded by a state agency or through a charge on ratepayers to install, own, or operate a charging station, in whole or in part, to report charging station uptime, as defined, to the Energy Commission. The bill would require the Energy Commission, in consultation with the PUC, to develop a formula to calculate uptime to provide consistent, standardized reporting of information.	

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AB 2075 Ting D Energy: electric vehicle charging standards.	4/27/2022-A. APPR. 5/3/2022-Re-referred to Com. on APPR.	Current law requires the California Building Standards Commission to adopt, approve, codify, and publish mandatory building standards for the installation of future electric vehicle charging infrastructure for parking spaces in multifamily dwellings and nonresidential development, as specified. Current law requires the California Building Standards Commission and the Department of Housing and Community Development, in proposing and adopting those mandatory building standards, to consult interested parties. This bill would specify the State Energy Resources Conservation and Development Commission (Energy Commission) is an interested party that the California Building Standards Commission and the Department of Housing and Community Development are required to consult with in proposing and adopting those standards. The bill would require the California Building Standards Commission, as part of each triennial California Building Standards Code rulemaking cycle that commences on or after January 1, 2023, to convene a workshop or other collaborative process on electric vehicle charging infrastructure standards, and would require the Energy Commission, as part of its participation in the workshop or collaborative process, to incorporate the most recent update to a specified statewide assessment of electric vehicle charging infrastructure, any relevant electric load forecasts, and the statewide transportation electrification goals, as specified.	
AB 2076 Rivas, Luz D Extreme Heat and Community Resilience Program: Extreme Heat and Health Reporting System.	4/26/2022-A. APPR. 5/2/2022-Re-referred to Com. on APPR.	Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program (ICARP), 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 establish the Extreme Heat and Community Resilience Program in the office, to be administered by the office through ICARP, for the purpose of coordinating state efforts and supporting local and regional efforts to prevent or mitigate the impacts of, and reduce the public health risks of, heat. The bill would require the Director of State Planning and Research to appoint a Chief Heat Officer in the office to, among other things, implement the program and establish the Interagency Heat Taskforce, as provided.	
AB 2097 Friedman D Residential and commercial development: remodeling,	2/14/2022-A. APPR. 4/28/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (April 27). Re-	Would prohibit a public agency 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 one-half mile of public transit, as defined. When a project provides parking voluntarily, the bill 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	

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renovations, and additions: parking requirements.	referred to Com. on APPR.	equipment installed parking spaces or parking spaces that are accessible to persons with disabilities. 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, 2023.	
AB 2111 Bigelow R Motor vehicles: air pollution.	2/14/2022-A. PRINT 2/15/2022-From printer. May be heard in committee March 17.	Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, and makes various legislative findings and declarations regarding the emission of air pollutants from motor vehicles. This bill would make a nonsubstantive change in the findings and declarations.	
AB 2120 Ward D Transportation finance: federal funding: bridges.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. Current law requires the California Transportation Commission, in allocating funds, and the department, in expending funds, for bridge replacement projects, to follow federal design standards, except as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal funds instead under the federal Highway Infrastructure Program.	
AB 2197 Mullin D Caltrain electrification project: funding.	2/24/2022-A. TRANS. 2/24/2022-Referred to Com. on TRANS.	Would appropriate \$260,000,000 from the General Fund to the Transportation Agency for allocation to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	
AB 2206 Lee D Nonattainment basins: employee parking:	4/21/2022-A. THIRD READING 4/21/2022-Read second time. Ordered to third reading.	Current law requires, in any air basin designated as nonattainment for certain air quality standards, an employer, defined as an employer of 50 persons or more that provides a parking subsidy to employees, to also offer a parking cash-out program. Current law defines "parking cash-out program" as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Current law defines a "parking	

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parking cash-out program.		subsidy” as the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. This bill would revise the definitions of “employer,” “parking cash-out program,” and “parking subsidy.” The bill would require a lessor that enters into or renews a lease on or after January 1, 2023, with a lessee that is an employer and that offers parking to the employer to list the market-rate parking costs as a separate line item in the lease, as provided, or to provide a list of parking costs to the employer within 30 days after the lease is entered into or renewed.	
AB 2237 Friedman D Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.	4/25/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 3.) (April 25). Re-referred to Com. on APPR.	Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires the Strategic Growth Council, by January 31, 2022, to submit a report to the relevant policy and fiscal committees of the Legislature that includes, among other things, an overview of those sustainable communities strategies, an assessment of how implementation of those sustainable communities 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, including the Affordable Housing and Sustainable Communities Program. This bill would require the council, in consultation with the State Air Resources Board, the Department of Housing and Community Development, and the Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community.”	
AB 2264 Bloom D Pedestrian crossing signals.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Current law defines a traffic-actuated signal as an official traffic signal, as specified, that displays one or more of its indications in response to traffic detected by mechanical, visual, electrical, or other means. Upon the first placement or replacement of a traffic-actuated signal, as specified, current law requires the traffic-actuated signal to be installed and maintained to detect bicycle or motorcycle traffic on the roadway. This bill would require a traffic-actuated signal to be installed and maintained to have a leading pedestrian interval, upon the first placement or replacement of a traffic-actuated signal. The bill would also require an existing traffic-actuated signal capable of being implemented with remote installation or in-person programming to be programmed with a leading pedestrian interval when maintenance work is done on the intersection in which the traffic-actuated signal is located, if the signal is in a residence, business, or business activity	

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		district, a safety corridor, or an area with a high concentration of pedestrians and cyclists, as specified.	
AB 2270 Seyarto R Authorized emergency vehicles.	5/4/2022-S. TRANS. 5/4/2022-Referred to Com. on TRANS.	Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including that the vehicle displays public agency identification and is being driven while responding to, or returning from, an urgent or emergency call. Under current law, an authorized emergency vehicle returning from being driven under those specified conditions is not exempt from a requirement to pay a toll or other charge imposed while traveling on a HOT lane. This bill would require the owner or operator of a toll facility, upon the request of the local emergency service provider, to enter into an agreement for the use of a toll facility.	
AB 2271 Gipson D Los Angeles County Metropolitan Transportation Authority: contracting: local businesses.	5/5/2022-A. SECOND READING 5/5/2022-Read second time and amended. Ordered returned to second reading.	Current law authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to provide for a small business preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services. Current law also authorizes LA Metro to set aside work for competition, until January 1, 2024, (1) among certified small business enterprises and award each contract to the certified small business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$5,000 but is less than \$3,000,000, as specified, and (2) among medium business enterprises for no more than 20 contracts and award each contract to the medium business enterprise that is the lowest responsible bidder whenever the expected expenditure required exceeds \$3,000,000 but is less than \$30,000,000, as provided. Current law defines a small business enterprise and medium business enterprise for these purposes. This bill would authorize LA Metro to also provide for a local small business enterprise preference of 5% of the lowest responsible bidder meeting specifications, with respect to contracts in construction, the construction component of a design-build team, the procurement of goods, or the delivery of services, and to provide the preference to nonlocal businesses if the bid includes a 30% participation by local small business enterprises. The bill would define a local small business enterprise for these purposes.	Sponsor
AB 2336 Friedman D	4/19/2022-A. APPR. 4/25/2022-Re-referred to Com. on APPR.	Would authorize, until January 1, 2028, the Cities of Los Angeles, Oakland, San Jose, Glendale, and Palm Springs, and the City and County of San Francisco, to establish the Speed Safety System Pilot Program if the system meets specified requirements. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed	

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Vehicles: Speed Safety System Pilot Program.		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 60 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.	
AB 2344 Friedman D Wildlife connectivity: transportation projects.	4/19/2022-A. APPR. 4/19/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (April 18). Re-referred to Com. on APPR.	Would require the Department of Fish and Wildlife (DFW) to investigate, study, and identify those areas in the state that are essential to wildlife movement and habitat connectivity and that are threatened by specified factors. The bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined.	
AB 2347 Carrillo D Streets and highways: liability for property damage.	2/16/2022-A. PRINT 2/17/2022-From printer. May be heard in committee March 19.	Current law makes a person who willfully or negligently damages a street or highway, or its appurtenances, including, but not limited to, guardrails, signs, traffic signals, snow poles, and similar facilities, liable for the reasonable cost of the repair or replacement thereof. This bill would make technical, nonsubstantive changes to that provision.	
AB 2357 Ting D Surplus land.	4/27/2022-A. APPR. 4/28/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (April 27). Re-referred to Com. on APPR.	Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a notice of availability to specified entities that have notified the Department of Housing and Community Development of their interest in surplus land, as specified. Under current law, if the local agency receives a notice of interest, the local agency is required to engage in good faith negotiations with the entity desiring to purchase or lease the surplus land. This bill would also require the department to maintain on its internet website a listing of all entities, including housing	

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		sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing.	
AB 2392 Irwin D Information privacy: connected devices: labeling.	5/3/2022-S. RLS. 5/3/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Current law requires a manufacturer of a connected device to equip the device with a reasonable security feature or features that are appropriate to the nature and function of the device, appropriate to the information it may collect, contain, or transmit, and designed to protect the device and information contained in the device from unauthorized access, destruction, use, modification, or disclosure. This bill would provide that a manufacturer of a connected device satisfies the above-described provisions if the connected device meets or exceeds the baseline product criteria of a labeling scheme that conforms to specified guidance published by the National Institute of Standards and Technology (NIST) for consumer Internet of Things (IoT) products, satisfies a conformity assessment as described by a NIST conforming labeling scheme, as specified, and bears the binary label as described by a NIST conforming labeling scheme.	
AB 2419 Bryan D Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.	4/26/2022-A. APPR. 4/27/2022-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 2.) (April 26). Re-referred to Com. on APPR.	The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds.	
AB 2432 Muratsuchi D Neighborhood electric vehicles: County of Los Angeles: South Bay cities area.	5/5/2022-S. RLS. 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law defines "low-speed vehicle" for purposes of the Vehicle Code as a motor vehicle with 4 wheels that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has a gross vehicle weight rating of less than 3,000 pounds. Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would authorize the County of Los Angeles or any city in the South Bay cities area, as defined, to establish a similar NEV transportation plan for a plan area that may include any applicable portion of the	

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		county or city located within the jurisdiction of the South Bay Cities Council of Governments, as specified, subject to the same penalties. The bill would require that the transportation plan have received a prior review and the comments of the Southern California Association of Governments and any agency having traffic law enforcement responsibilities in an entity included in the plan area.	
AB 2438 Friedman D Transportation funding: alignment with state plans and greenhouse gas emissions reduction standards.	3/29/2022-A. APPR. 3/29/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 4.) (March 28). Re-referred to Com. on APPR.	Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.	
AB 2441 Kalra D Public employment: local public transit agencies: new technologies.	5/4/2022-S. L., P.E. & R. 5/4/2022-Referred to Com. on L., P.E. & R.	Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.	
AB 2442 Rivas, Robert D Climate change.	4/25/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 25). Re-	The California Disaster Assistance Act requires the Director of Emergency Services to authorize the replacement of a damaged or destroyed facility, whenever a local agency and the director determine that the general public and state interest will be better served by replacing a damaged or destroyed facility with a facility that will more adequately serve the present and future public needs than would be accomplished merely by repairing or restoring the damaged or destroyed facility. Current law also authorizes the director to implement mitigation measures when the	

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	referred to Com. on APPR.	director determines that the measures are cost effective and substantially reduce the risk of future damage, hardship, loss, or suffering in any area where a state of emergency has been proclaimed by the Governor. This bill would specify that mitigation measures for climate change and disasters related to climate, may include, but are not limited to, measures that reduce emissions of greenhouse gases, the preservation of open space, improved forest management and wildfire risk reduction measures, and other investments in natural infrastructure, as defined.	
AB 2446 Holden D Embodied carbon emissions: construction materials.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Current law requires the State Energy Resources Conservation and Development Commission to adopt regulations on building design and construction standards that increase efficiency in the use of energy and water for new residential and nonresidential buildings, and energy and water conservation performance standards for new residential and nonresidential buildings. This bill would require the commission to develop a framework for measuring and then reducing carbon intensity in the construction of new buildings, including those for residential uses. The bill would require the commission to design the framework to achieve an 80% net reduction, as compared to 2020 levels, in the carbon intensity of construction and materials used in new construction by 2045, with interim goals of 20% below 2020 levels by 2030 and 40% below 2020 levels by 2035.	
AB 2449 Rubio, Blanca D Open meetings: local agencies: teleconferences.	5/5/2022-A. THIRD READING 5/5/2022-Read second time. Ordered to third reading.	Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.	
AB 2454 Jones-Sawyer D Public contracts: protests: joint labor-	4/27/2022-A. APPR. 4/27/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes	Current law generally requires public contracts to be awarded by competitive bidding pursuant to procedures set forth in the Public Contract Code, subject to certain exceptions. Current law, whenever a contract for goods and services is not to be awarded to the lowest bidder, requires that the lowest bidder be notified 24 hours before the contract or purchase order is awarded to another bidder. Current law, upon written request by any bidder, requires notice of the proposed	

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management committee.	1.) (April 27). Re-referred to Com. on APPR.	award to be posted in a public place in the offices of the department at least 24 hours before the contract is awarded. Current law, if a bidder files a specified protest with the department before the award is made, requires that the contract not be awarded until either the protest has been withdrawn or the department has made a final decision relative to the protest. This bill would additionally authorize a joint labor-management committee, as defined, to submit a specified protest to a contract that is not to be awarded to the lowest bidder.	
AB 2462 Valladares R Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.	5/5/2022-S. RLS. 5/5/2022-Read third time. Passed. Ordered to the Senate. (Ayes 61. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040.	
AB 2496 Petrie-Norris D Vehicles: exhaust systems.	4/26/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 25). Re-referred to Com. on APPR.	Current law requires every motor vehicle subject to registration to be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise and prohibits a muffler or exhaust system from being equipped with a cutout, bypass, or similar device. Current law further prohibits the modification of an exhaust system of a motor vehicle in a manner that will amplify or increase the noise emitted by the motor of the vehicle so that the vehicle exceeds existing noise limits when tested in accordance with specified standards. Current law authorizes a court to dismiss any action in which a person is prosecuted for operating a vehicle in violation of the requirements mentioned above if a certificate of compliance has been issued or if the defendant had reasonable grounds to believe that the exhaust system was in good working order and had reasonable grounds to believe that the vehicle was not operated in violation of the requirements mentioned above. Current law also prohibits a person from modifying the exhaust system of a vehicle with a whistle-tip, operating a vehicle that has been so modified, or engaging in the business of installing a whistle-tip onto the vehicle's exhaust system. This bill would require a court to require a certificate of compliance for a violation of the requirements mentioned above.	

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AB 2532 Bennett D Scoping plan: state agency, board, and department compliance and implementation: reports.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. The act requires the scoping plan to identify and make recommendations on direct emissions reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that the state board finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions, as provided. This bill would require, on or before March 1, 2023, and on or before March 1 of each year thereafter, each state agency, board, or department to post on its internet website a report regarding its compliance with and efforts to implement any goal or recommendation related to that state agency, board, or department, as defined, that is identified by the state board in the scoping plan, including any scoping plan updates. The bill would require a state agency, board, or department to include specified information in its report, including, but not limited to, identification of all scoping plan goals or recommendations that the state agency, board, or department is charged with or responsible, in whole or in part, for implementing, a description of the state agency's, board's, or department's, efforts to implement each scoping plan goal or recommendation, and whether the state agency, board, or department has fully implemented each scoping plan goal or recommendation.	
AB 2537 Gipson D Vehicles: driver education.	4/26/2022-A. APPR. 4/27/2022-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 26). Re-referred to Com. on APPR.	Would require the Department of Justice, in conjunction with the Department of Motor Vehicles and the Commission on Peace Officer Standards and Training, to develop and create a video demonstrating the proper conduct by a peace officer and an individual during a traffic stop and to post the video on its internet website.	
AB 2550 Arambula D State Air Resources	4/25/2022-A. APPR. 5/2/2022-Re-referred to Com. on APPR.	Would require the state State Air Resources Board, if the San Joaquin Valley Air Pollution Control District does not receive a determination of attainment from the United States Environmental Protection Agency for a national ambient air quality standard established by the agency pursuant to the federal Clean Air Act by the applicable attainment date for that standard, to undertake	

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Board: San Joaquin Valley Air Pollution Control District: nonattainment.		certain activities, including coordinating with the district and community-based organizations in the district and conducting outreach to under-resourced communities in the district to identify gaps in the state implementation plan and the district’s attainment plan, rules, regulations, programs, and enforcement practices that impact the district’s ability to attain and maintain that ambient air quality standard. The bill would require the state board to conduct at least one public hearing in the district regarding the district’s attainment plan, and would require the state board to solicit public comment on specified topics, including the state board’s review of the district’s attainment plan, rules, regulations, programs, and enforcement practices, data regarding stationary sources in the district, including monitoring and enforcement of those sources, and the state board’s plan to coordinate with the district to provide additional monitoring and enforcement capacity for stationary sources in the district.	
AB 2556 O’Donnell D Local public employee organizations.	4/28/2022-A. THIRD READING 4/28/2022-Read second time. Ordered to third reading.	The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees, and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. The act requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Under the act, if the representatives of the public agency and the employee organization fail to reach an agreement, they may mutually agree on the appointment of a mediator and equally share the cost. This bill would revise the above-described timeframe to no earlier than 15 days after the factfinders’ written findings of fact and recommended terms of settlement have been submitted to the parties. This bill contains other existing laws.	
AB 2562 Bennett D Clean Transportation Program: hydrogen-fueling stations.	4/27/2022-A. APPR. SUSPENSE FILE 4/27/2022-In committee: Set, first hearing. Referred to suspense file.	Current law creates the Alternative and Renewable Fuel and Vehicle Technology Fund, to be administered by the State Energy Resources Conservation and Development Commission, and requires the moneys in the fund, upon appropriation by the Legislature, to be expended by the commission to implement the program. Current law requires the commission, until January 1, 2024, to allocate \$20,000,000 annually to fund a specified number of publicly available hydrogen-fueling stations identified by the State Air Resources Board, not to exceed 20% of the moneys appropriated by the Legislature from the Alternative and Renewable Fuel and Vehicle Technology Fund, until there are at least 100 publicly available hydrogen-fueling stations in operation in the state. Under current law, these allocations are subject to all of the requirements applicable to allocations from the Clean Transportation Program. This bill would require the commission, if it awards funding to hydrogen-fueling station projects under the program, to	

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		provide preference to those projects that are located at a port and are publicly accessible, are co-located at a fueling station for medium- and heavy-duty trucks, or are located along a specified corridor or on the state's portion of the National Highway Freight Network.	
AB 2594 Ting D Vehicle registration and toll charges.	4/26/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 25). Re-referred to Com. on APPR.	Would require the Department of Motor Vehicles, at the time a person notifies the department of a change of residence or mailing address for purposes of their driver's license, to inform the person that they may also need to change their address for purposes of their vehicle registration, and would require the department to provide instructions on how to update vehicle registration information. This bill contains other related provisions and other existing laws.	
AB 2622 Mullin D Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	5/5/2022-A. APPR. 5/5/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (May 5). Re-referred to Com. on APPR.	The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2026.	
AB 2625 Ting D Subdivision Map Act: exemption: electrical energy storage system.	5/5/2022-A. SECOND READING 5/5/2022-Read second time and amended. Ordered returned to second reading.	The Subdivision Map Act excludes various projects from its provisions, including the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of a solar electrical generation device on the land, if the project is subject to review under other local agency ordinances regulating design and improvement or if the project is subject to discretionary action by the advisory agency or legislative body. This bill would also exempt from the requirements of the Subdivision Map Act the leasing of, or the granting of an easement to, a parcel of land, or any portion of the land, in conjunction with the financing, erection, and sale or lease of an electrical energy storage system on the land, if the project is subject to discretionary action by the advisory agency or legislative body.	
AB 2647 Levine D	5/5/2022-A. THIRD READING	Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a	

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Local government: open meetings.	5/5/2022-Read second time. Ordered to third reading.	local agency to make those writings distributed to the members of the governing board less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.	
AB 2667 Friedman D Integrated Distributed Energy Resources Fund.	4/25/2022-A. APPR. 4/28/2022-Re-referred to Com. on APPR.	Would establish the Integrated Distributed Energy Resources Fund as a special fund in the State Treasury, the moneys in which would be available to the Energy Commission, upon appropriation by the Legislature, for purposes of the bill. The bill would require the Energy Commission to administer the fund in consultation with the Public Utilities Commission and the State Air Resources Board to provide incentives for eligible resources to support statewide customer adoption of clean distributed energy resources, as specified. The bill would require the commission to establish a system to equitably award incentives, as specified. The bill would require the commission to establish a process to allow a load-serving entity to apply for incentives on behalf of a customer or a set of customers as part of that load-serving entity's customer program to reduce its resource adequacy requirement obligations.	
AB 2696 Garcia, Eduardo D Electricity: renewable energy and zero-carbon resources: state policy: transmission planning.	4/21/2022-A. APPR. 4/21/2022-In committee: Hearing postponed by committee. Re-referred to Com. on APPR. pursuant to Assembly Rule 96.	Would require the Energy Commission, in consultation with the California Infrastructure and Economic Development Bank, the Governor's Office of Business and Economic Development, the Independent System Operator, and the Public Utilities Commission (PUC), to conduct a study to review potential lower cost ownership and alternative financing mechanisms for new transmission facilities needed to meet the state's clean energy and climate targets, as specified, and to submit a report to the Governor and the Legislature, on or before September 30, 2023, with findings and recommendations related to the study.	

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AB 2700 McCarthy D Transportation electrification: electrical distribution grid upgrades.	4/26/2022-A. APPR. 4/28/2022-Re-referred to Com. on APPR.	Would require the State Air Resources Board to annually gather fleet data for on-road and off-road vehicles in the medium- and heavy-duty sectors from entities subject to its regulations and share that data with electrical corporations and local publicly owned electric utilities to help inform electrical grid planning efforts, as specified. The bill would require electrical corporations and local publicly owned electric utilities, as part of their distribution planning processes, to incorporate fleet data produced by the State Air Resources Board pursuant to this bill, and other available data, to facilitate the readiness of their distribution systems to support the state's anticipated level of electric vehicle charging, as specified.	
AB 2703 Muratsuchi D Electric vehicle charging stations: reliability standards: low-income and disadvantaged community financial assistance.	4/26/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 25). Re-referred to Com. on APPR.	Current law establishes the Clean Transportation Program, administered by the Energy 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. This bill would require a person who receives state funding or other incentives to deploy a publicly available electric vehicle charging station to agree, as a condition of receiving the incentive, to operate the station in compliance with reliability standards that would be developed by the Energy Commission, as specified. The bill would require the commission to publish data on compliance with the reliability standards as part of the above-described assessment and to protect the confidential information of an entity subject to the reliability standards by anonymizing and aggregating the compliance data in the assessment.	
AB 2722 Grayson D Greenhouse gases: work-from-home option.	5/4/2022-A. APPR. SUSPENSE FILE 5/4/2022-In committee: Set, first hearing. Referred to suspense file.	Would, upon appropriation by the Legislature, require the state board to assess the emissions of greenhouse gases resulting from work-from-home options offered by employers of the state and compare that with the reduction in the state's overall emissions of greenhouse gases for the same year. The bill would require that the research include specified minimum parameters, make specified recommendations based upon the research, and be posted on the state board's internet website no later than 4 years after the appropriation for the research.	
AB 2763 Kalra D Santa Clara Valley Transportation Authority: job order contracting.	5/5/2022-A. SECOND READING 5/5/2022-Read second time and amended. Ordered returned to second reading.	Current law authorizes the Santa Clara Valley Transportation Authority to make contracts, enter into stipulations, and use a Construction Manager/General Contractor project delivery method for public transit projects. This bill would authorize the authority to enter into job order contracts, defined as indefinite-quantity contracts for repair, remodeling, or other repetitive work to be done according to unit prices, with the lowest responsible and responsive bidders. The bill would prohibit a single job order contract from exceeding \$5,000,000 in its first term and, if extended or renewed, from exceeding \$10,000,000 over the maximum of 2 extended terms, as specified. The bill would repeal these provisions on January 1, 2028.	

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AB 2771 Friedman D Cosmetic products: safety.	5/2/2022-A. THIRD READING 5/2/2022-Read second time. Ordered to third reading.	Current law, beginning January 1, 2025, prohibits the manufacture, sale, delivery, hold, or offer for sale in commerce of any cosmetic product that contains any of several specified intentionally added ingredients, including specified perfluoroalkyl and polyfluoroalkyl substances (PFAS). This bill would prohibit a person or entity from manufacturing, selling, delivering, holding, or offering for sale in commerce any cosmetic product that contains intentionally added perfluoroalkyl and polyfluoroalkyl substances PFAS.	
AB 2807 Bonta, Mia D Transportation funding programs: eligibility: public transportation ferries.	4/18/2022-A. APPR. 4/25/2022-Re-referred to Com. on APPR.	Current law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, 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 expand the purposes of the program to include the funding of the development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission public transportation ferry technologies.	
AB 2835 Fong R Sales and use taxes: exemptions: nonprofit blood centers.	3/17/2022-A. REV. & TAX 4/18/2022-In committee: Hearing for testimony only.	The Sales and Use Tax Law provides various exemptions from that tax. This bill would exempt, on and after January 1, 2023, from sales and use tax the sale of tangible personal property to, or the use of tangible personal property by, a nonprofit organization that recruits blood donors, and is a member of an organization promoting blood banking services, as specified.	
AB 2862 Muratsuchi D California Global Warming Solutions Act of 2006: offset credits.	2/18/2022-A. PRINT 2/19/2022-From printer. May be heard in committee March 21.	The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act, until January 1, 2031, authorizes a covered entity to meet a certain percentage of its compliance obligation under the act by surrendering offset credits of which no more than 1/2 may be sourced from projects that do not provide direct environmental benefits in the state. This bill would express the intent of the Legislature to enact subsequent legislation limiting the use of offset credits under the California Global Warming Solutions Act of 2006.	
AB 2885 Petrie-Norris D State property:	4/25/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. with	Current law authorizes the Department of General Services to dispose of surplus state real property, as defined, by sale, lease, exchange, a sale combined with an exchange, or other manner of disposition of property, as authorized by the Legislature, upon any terms and conditions and subject to any reservations and exceptions the department deems to be in the best interests of the state. Current law authorizes the Director of General Services, with the	

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Fairview Developmental Center.	recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 25). Re-referred to Com. on APPR.	consent of the State Department of Developmental Services, to lease real property located within the grounds of the Fairview State Hospital, which is also known as the Fairview Developmental Center, for specified purposes and subject to certain conditions. This bill would require the Director of General Services to sell, lease, or transfer 10 acres of property from the Fairview Developmental Center Project, as specified, to the Office of Emergency Services for the purpose of constructing an emergency management center.	
AB 2933 O'Donnell D School transportation: apportionments.	4/28/2022-A. APPR. 5/3/2022-Re-referred to Com. on APPR.	Would, notwithstanding any other law, require the Superintendent of Public Instruction, commencing with the 2022–23 fiscal year and for each fiscal year thereafter, to apportion to each school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program that provides pupil transportation services either 100% of its school transportation apportionment for the 2020–21 fiscal year or 100% of its reported home-to-school transportation costs as determined by a specified report, whichever is greater. The bill, commencing with the 2023–24 fiscal year, would annually adjust those amounts for inflation, as specified. The bill would provide that implementation of these provisions is subject to an appropriation being made for purposes of those provisions in the annual Budget Act or another statute.	
AB 2952 Gabriel D Driver's licenses: veteran designation.	4/26/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 25). Re-referred to Com. on APPR.	Would allow an applicant for a driver's license or identification card, who served for another country in military operations that supported the United States during the Vietnam War and later became a naturalized citizen, to request a "NON-US VIETNAM VETERAN" designation on their driver's license or identification card, subject to certain requirements, including verification of military service for a foreign country during the Vietnam War and payment of a \$5 fee, which the department is authorized to increase by regulation, in an amount not to exceed \$15, as specified. This bill would authorize the Department of Motor Vehicles to consult with the Department of Veterans Affairs to determine the proof necessary to verify an applicant's veteran status.	
AB 2954 Cunningham R Vehicular air pollution: State Air Resources Board: regulations.	2/18/2022-A. PRINT 2/19/2022-From printer. May be heard in committee March 21.	Current law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Current law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing	

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		technologies if necessary to carry out its duty. This bill would make a nonsubstantive change to this provision.	
AB 2956 Committee on Transportation Transportation.	4/26/2022-A. APPR. 4/26/2022-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 25). Re-referred to Com. on APPR.	Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Current law requires the program to be funded by state and federal funds from appropriations in the annual Budget Act to the Department of Transportation, for allocation to the California Transportation Commission. Under current law, the amount of these appropriations include 100% of federal Transportation Alternative Program funds, except as specified. This bill would revise those provisions to specify the federal statutory source for the Transportation Alternative Program and would make a related technical change.	
ACR 140 O'Donnell D Freight transportation: supply chain.	3/31/2022-A. J., E.D. & E. 3/31/2022-Referred to Com. on J.,E.D., & E.	Would declare and recognize that the state is currently suffering a supply chain crisis. The measure would urge the state's public agencies, departments, and local governments to provide all due and proper assistance to carriers, cargo owners, public seaports, terminals, workers, and facilities to facilitate the essential service of delivering goods to Californians.	
SB 839 Dodd D Electricity: demand response.	4/4/2022-S. APPR. SUSPENSE FILE 4/4/2022-April 4 hearing: Placed on APPR suspense file.	The Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Current law requires each load-serving entity, defined as including electrical corporations, electric service providers, and community choice aggregators, to maintain physical generating capacity and electrical demand response adequate to meet its electrical demand requirements. Current law requires the commission to establish rules for how and when backup generation may be used within a demand response program and to establish reporting and data collection requirements to verify compliance with those rules. Pursuant to current law, the commission has authorized the state's 3 largest electrical corporations to offer reliability-based demand response programs, including the base interruptible program, which is available to qualifying nonresidential customers of an electrical corporation. This bill would expressly require each of those large electrical corporations to administer the base interruptible program, except as specified.	
SB 840 Skinner D Budget Act of 2022.	1/10/2022-S. BUDGET & F.R. 1/11/2022-From printer.	This bill would make appropriations for the support of state government for the 2022-23 fiscal year. This bill contains other related provisions.	

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SB 852 Dodd D Climate resilience districts: formation: funding mechanisms.	4/26/2022-S. APPR. 5/6/2022-Set for hearing May 16.	Would authorize a city, county, city and county, special district, or a combination of any of those entities to form a climate resilience district, as defined, for the purposes of raising and allocating funding for eligible projects and the operating expenses of eligible projects. The bill would deem each district to be an enhanced infrastructure financing district and would require each district to comply with existing law concerning enhanced infrastructure financing districts, unless the district is specified as otherwise. The bill would require a district to finance only specified projects that meet the definition of an eligible project. The bill would define "eligible project" to mean projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding, as specified. The bill would establish project priorities and would authorize districts to establish additional priorities.	
SB 878 Skinner D School transportation.	4/25/2022-S. APPR. SUSPENSE FILE 4/25/2022-April 25 hearing: Placed on APPR suspense file.	Current law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so. Current law permits the governing board of a school district to allow the transportation of preschool or nursery school pupils in schoolbuses owned or operated by the school district. Under existing law, a state reimbursement may not be received by a school district for the transportation of preschool or nursery school pupils. This bill instead would require the governing board or body of a school district, county office of education, entity providing services under a school transportation joint powers agreement, or regional occupational center or program, beginning in the 2027-28 school year, to offer to transport all pupils to and from their neighborhood school, as defined, except as provided.	
SB 886 Wiener D California Environmental Quality Act: exemption: public universities: university housing development projects.	4/27/2022-S. APPR. 5/6/2022-Set for hearing May 16.	Would, until January 1, 2030, exempt from CEQA a university housing development project, as defined, carried out by a public university, as defined, on real property owned by the public university if the project meets certain requirements and the project is not located, in whole or in part, on certain sites, including a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway as determined by the Federal Emergency Management Agency, as provided. The bill, with respect to a site that is within a special flood hazard area subject to inundation by a 1% annual chance flood or within a regulatory floodway, would prohibit a local government from denying an application on the basis that a public university did not comply with any additional permit requirement, standard, or action adopted by that local government applicable to the site if the public university is able to satisfy all applicable federal qualifying criteria in order to demonstrate that the site meets these criteria and is otherwise eligible to be exempt from CEQA pursuant to the above requirements.	

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SB 905 Skinner D Decarbonized Cement and Geologic Carbon Sequestration Demonstration Act.	5/2/2022-S. APPR. SUSPENSE FILE 5/2/2022-May 2 hearing: Placed on APPR suspense file.	Would establish the Decarbonized Cement and Geologic Carbon Sequestration Demonstration Act, which would require the State Air Resources Board to develop and administer the Geologic Carbon Sequestration Demonstration Initiative to evaluate and demonstrate the efficacy, safety, and viability of geologic sequestration of carbon dioxide not associated with enhanced oil recovery or fossil fuel production, among other things. The bill would require the state board, in consultation with the State Energy Resources Conservation and Development Commission and the State Water Resources Control Board, to award funding under the initiative, as specified, to at least one, but no more than 3, geologic carbon sequestration demonstration projects that each meet specified criteria, including that the project has the technical capacity to begin operation no later than September 1, 2023.	
SB 917 Becker D Seamless Transit Transformation Act.	4/27/2022-S. APPR. 4/29/2022-Set for hearing May 9.	Current law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma. This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified.	
SB 922 Wiener D California Environmental Quality Act: exemptions: transportation-related projects.	4/19/2022-S. THIRD READING 4/19/2022-Read second time. Ordered to third reading.	CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would specify that the requirement that the bicycle transportation plan is for an urbanized area or urban cluster, as designated by the United States Census Bureau. The bill would extend the exemption to an active transportation plan or pedestrian plan in an urbanized area or urban cluster. The bill would define "active transportation plan" and "pedestrian plan." The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.	Co-Sponsor
SB 932 Portantino D General plans:	4/26/2022-S. APPR. 5/6/2022-Set for hearing May 16.	Current law states the Legislature's intention that a county or city general plan and the elements and parts of that general plan comprise an integrated, internally consistent and compatible statement of policies for the adopting agency. This bill would emphasize the intent of the Legislature to fight climate change with these provisions.	

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circulation element: bicycle and pedestrian plans and traffic calming plans.			
SB 942 Newman D Low Carbon Transit Operations Program: free or reduced fare transit program.	4/19/2022-S. THIRD READING 4/19/2022-Read second time. Ordered to third reading.	Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.	
SB 959 Portantino D Surplus residential property: City of South Pasadena.	5/2/2022-S. APPR. SUSPENSE FILE 5/2/2022-May 2 hearing: Placed on APPR suspense file.	Under current law, a state agency disposing of surplus residential property in the City of South Pasadena is required to first offer the property to former owners and present occupants, as specified, and then to specified present tenants at fair market value. This bill would require a surplus residential property that is located within the City of South Pasadena and that is offered for sale to a present occupant or present tenant of the property, as specified, to be offered at a price based on the appraisal of the property in 2016, if certain conditions apply. The bill would require an offer made or accepted prior to January 1, 2022, that is not in compliance with the bill to be corrected so the price complies with the bill's requirements. The bill would make an offer based on the 2016 appraisal, as required by the bill, only valid until December 31, 2024.	
SB 991 Newman D Public contracts:	4/19/2022-S. THIRD READING 4/19/2022-Read second time. Ordered to third reading.	Would, until January 1, 2029, authorize local agencies, defined as any city, county, city and county, or special district authorized by law to provide for the production, storage, supply, treatment, or distribution of any water from any source, to use the progressive design-build process for public works projects in excess of \$5,000,000, similar to the progressive design-build process authorized for use by the Director of General Services. The bill would require a local	

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progressive design-build: local agencies.		agency that uses the progressive design-build process to submit, no later than January 1, 2028, to the appropriate policy and fiscal committees of the Legislature a report on the use of the progressive design-build process containing specified information, including a description of the projects awarded using the progressive design-build process. The bill would require the design-build entity and its general partners or joint venture members to verify specified information under penalty of perjury.	
SB 1020 Laird D Clean Energy, Jobs, and Affordability Act of 2022.	4/26/2022-S. APPR. 5/4/2022-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. The act requires the state board to conduct a series of public workshops to give interested parties an opportunity to comment on the plan and requires a portion of those workshops to be conducted in regions of the state that have the most significant exposure to air pollutants, including communities with minority populations, communities with low-income populations, or both. This bill instead would modify, with respect to the provision that a portion of the workshops be conducted in regions of the state that have the most significant exposure to air pollutants, the above-described included communities as additionally being areas designated as federal extreme nonattainment.	
SB 1041 Atkins D Sales and use taxes: general exemptions.	5/5/2022-S. APPR. 5/6/2022-Set for hearing May 16.	Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state of, or on the storage, use, or other consumption in this state of, tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including an exemption for the sale of, or the storage, use, or consumption of, tangible personal property sold by a thrift store located on a military installation and operated by a designated entity, as defined, that, in partnership with the United States Department of Defense, provides financial, educational, and other assistance to members of the Armed Forces of the United States, eligible family members, and survivors that are in need.	
SB 1049 Dodd D Transportation Resilience Program.	4/4/2022-S. APPR. SUSPENSE FILE 4/4/2022-April 4 hearing: Placed on APPR suspense file.	Would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring	

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		damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.	
SB 1068 Laird D Governor's Office of Business and Economic Development: Climate change.	4/18/2022-S. APPR. SUSPENSE FILE 4/18/2022-April 18 hearing: Placed on APPR suspense file.	Current law establishes the Governor's Office of Business and Economic Development, known as "GO-Biz," within the Governor's 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 require GO-Biz to develop economic forecasts. The bill would require the economic forecasts to include climate impacts.	
SB 1095 Durazo D Air quality: rules and regulations: socioeconomic impacts assessment.	4/18/2022-S. APPR. SUSPENSE FILE 4/18/2022-April 18 hearing: Placed on APPR suspense file.	Current law requires a local air pollution control district or an air quality management district (local air district) that intends to propose the adoption, amendment, or repeal of a rule or regulation that will significantly affect air quality or emissions limitations to perform, except as specified, an assessment of the socioeconomic impacts of the proposed adoption, amendment, or repeal of the rule or regulation, as provided. Current law defines "socioeconomic impacts" to include, among other things, the type of industries or business, including small business, affected by the rule or regulation, the impact of the rule or regulation on employment and the economy of the region affected by the adoption of the rule or regulation, and the range of probable costs, including costs to industry or business, including small business, of the rule or regulation. This bill would authorize a local air district to contract with a third party to conduct the required assessment of socioeconomic impacts, or portion thereof, as provided. The bill would require a local air district to ensure that a prospective third-party contractor include in its proposal for the assessment specified information, including, among other things, a conflicts statement and a proposed schedule and budget for the assessment.	
SB 1100 Cortese D Open meetings: orderly conduct.	5/5/2022-A. L. GOV. 5/5/2022-Referred to Coms. on L. GOV. and JUD.	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. Current law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public, before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body.	

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		Current law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Current law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting.	
SB 1117 Becker D State Public Defender: grants.	5/2/2022-S. APPR. SUSPENSE FILE 5/2/2022-May 2 hearing: Placed on APPR suspense file.	The primary responsibilities of the State Public Defender are to represent those persons who are entitled to representation at public expense in specified proceedings and to provide assistance and training to specified attorneys. The State Public Defender, among other things, is authorized to represent any person who is not financially able to employ counsel in specified matters and to appear as a friend of the court, as specified. This bill would authorize the State Public Defender to administer and award grants to improve indigent defense services.	
SB 1121 Gonzalez D State and local transportation system: needs assessment.	5/2/2022-S. APPR. SUSPENSE FILE 5/2/2022-May 2 hearing: Placed on APPR suspense file.	Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.	
SB 1127 Atkins D Workers' compensation: liability presumptions.	4/4/2022-S. APPR. SUSPENSE FILE 4/4/2022-April 4 hearing: Placed on APPR suspense file.	Current law requires an injured employee to file a claim form with the employer. Under existing law, except for specified injuries, if liability is not rejected within 90 days after the date the claim form is filed with the employer, the injury is presumed compensable and the presumption is rebuttable only by evidence discovered subsequent to the 90-day period. This bill would reduce those 90-day time periods to 60 days for all injuries and employees and, for certain injuries or illnesses, including hernia, heart trouble, pneumonia, or tuberculosis, among others, sustained in the course of employment of a specified member of law enforcement or a specified first responder, would reduce those time periods to 30 days.	

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SB 1156 Grove R Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.	3/17/2022-S. GOV. & F. 5/4/2022-VOTE: [First] hearing set for [05-05-2022]: Failed passage in Committee. Reconsideration granted (PASS)	Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.	
SB 1161 Min D Transit operators: street harassment plans.	4/20/2022-S. APPR. 5/2/2022-May 2 hearing: Placed on APPR suspense file. From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.	Would require the University of California Institute of Transportation Studies to, on or before June 30, 2023, develop and make available to transit operators, as defined, a survey for the purpose of promoting consistency in the collection of specified survey data. The bill would require transit operators to, on or before June 30, 2025, develop and implement a plan to reduce the street harassment experienced by its riders, as specified, and to consider the safety concerns and needs of riders impacted by street harassment when planning, designing, and operating their systems. The bill would require transit operators to, on or before June 30, 2024, collect survey data for the purpose of informing the plan. The bill would require the plan to be developed in consultation with certain riders, and would require those transit operators to conduct outreach in multiple languages in order to reach limited-English-proficient persons impacted by street harassment, as specified. The bill would authorize these plans to include changes to policies, design, operations, or other aspects of transit systems, as specified.	Co-sponsor
SB 1175 McGuire D Department of Transportation: intermodal passenger services: rail corridors.	5/2/2022-S. APPR. SUSPENSE FILE 5/2/2022-May 2 hearing: Placed on APPR suspense file.	Current law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor.	
SB 1196 Umberg D State Transit Assistance Program:	4/27/2022-S. APPR. 4/29/2022-Set for hearing May 9.	Pursuant to the State Transit Assistance (STA) Program, existing law requires certain funds in the account to be allocated by the Controller by formula to specified local transportation agencies for public transportation purposes. Current law provides that only STA-eligible operators are eligible to receive an allocation from a local transportation agency from the portion of program funds based on transit operator revenues and makes those operators eligible for other certain	

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eligibility: Anaheim Transportation Network.		funds under the STA program, as provided. Under current law, an STA-eligible operator is defined as a public transportation operator eligible to claim local transportation funds. This bill would, for purposes of the STA program funds allocated based on transit operator revenues, expand the definition of an STA-eligible operator to include the Anaheim Transportation Network if its bylaws are revised to increase transparency and accountability, including to provide for the appointment of its board of directors by the Anaheim City Council.	
SB 1201 Melendez R Clean California Local Grant Program of 2021: Clean California State Beautification Program of 2021: homeless encampments.	3/23/2022-S. TRANS. 4/19/2022-April 26 hearing postponed by committee.	Under current law, the Department of Transportation administers the Clean California Local Grant Program of 2021 to provide funding for grants to specified local entities for purposes of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces, and administers the Clean California State Beautification Program of 2021 to provide funding for purposes of beautifying and cleaning up state highways. This bill would authorize local governments to use funding received under those programs to clean up homeless encampments on or around highway rights-of-way, within one mile of the freeway or flood channels under and surrounding the highways.	
SB 1217 Allen D State-Regional Collaborative for Climate, Equity, and Resilience.	4/27/2022-S. APPR. 5/6/2022-Set for hearing May 16.	Would establish, until January 1, 2028, the State-Regional Collaborative for Climate, Equity, and Resilience to provide guidance, on or before January 1, 2024, to the State Air Resources Board for approving new guidelines for sustainable communities strategies. The collaborative would consist of one representative each of the state board, the Transportation Agency, the Department of Housing and Community Development, and the Strategic Growth Council, along with 10 public members representing various local and state organizations, as specified. The bill would require, on or before December 31, 2025, the state board to update the guidelines for sustainable communities strategies to incorporate suggestions from the collaborative.	
SB 1226 Durazo D Joint powers agreements: zero-emission transportation systems or facilities.	4/27/2022-S. APPR. 4/29/2022-Set for hearing May 9.	The Joint Exercise of Powers Act authorizes 2 or more public agencies by agreement to exercise any power common to the contracting parties. Current law requires the agreement to state the purposes of the agreement or the power to be exercised, and provides that the agency or entity provided by the agreement to administer or execute the agreement may be one or more of the parties to the agreement, a commission or board constituted pursuant to the agreement, or a person, firm, or corporation, including a nonprofit corporation, designated in the agreement. Current law authorizes the agreement to, among other things, provide for the repayment or return to the parties of all or any part of any contributions, payments, or advances made by the	

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		parties and for payment to the parties of any sum or sums derived from the revenues of said facilities; and, authorizes the contracting parties to the agreement to issue revenue bonds to pay the cost and expenses of acquiring or constructing a project or conducting a program for specified purposes, including, but not limited to, transportation facilities and systems and for the conservation of natural resources. This bill would provide that, notwithstanding any other provision of the act, a private, nonprofit corporation that provides services to zero-emission transportation systems or facilities, including, but not limited to, finance, design, construction, operation, or maintenance, may enter into a joint powers agreement with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities that lower greenhouse gases, reduce vehicle congestion and vehicle miles traveled, and improve public transit connections.	
SB 1230 Limón D Zero-emission and near-zero-emission vehicle incentive programs requirements.	4/27/2022-S. APPR. 5/6/2022-Set for hearing May 16.	Current law establishes or authorizes the establishment of various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of zero-emission or near-zero-emission vehicles by individuals, including, among others, the Clean Cars 4 All Program. Under current law, the Clean Cars 4 All Program is administered by the state board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. The state board, in partnership with the Beneficial State Foundation, also administers the Clean Vehicle Assistance Program, funded by the California Climate Investments cap-and-trade program, to provide grants and affordable financing to help income-qualified state residents purchase or lease a clean vehicle. This bill would, on or before July 1, 2023, require the state board, with respect to the various zero-emission and near-zero-emission vehicle incentive programs administered or funded by the state board, to adopt certain revisions to those programs if the state board finds those revisions to be feasible. The bill would require the state board, if it finds that the adoption of one or more of the revisions is infeasible, to prepare a report, as specified, describing the rationale for the finding, to post the report on its internet website, and to provide a notice of the report to the relevant policy and fiscal committees of the Legislature.	
SB 1251 Gonzalez D Office of the Zero-	5/2/2022-S. APPR. SUSPENSE FILE 5/2/2022-May 2	Would establish the Office of the Zero-Emission Vehicle Equity Advocate in the Governor's office to steer the development of a shared, cross-agency definition of equity, and to set an equity agenda for the deployment of light-, medium-, and heavy-duty zero-emission vehicles, the supporting infrastructure, and workforce development. The bill would require the office to	

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Emission Vehicle Equity Advocate.	hearing: Placed on APPR suspense file.	provide guidance to state agencies by developing and adopting an equity action plan, to publish an update of the progress on its activities on its internet website every 2 years, and to notify the relevant policy committees of the Legislature of the information provided in that update. The bill would repeal these provisions on January 1, 2028.	
SB 1285 Gonzalez D	2/18/2022-S. RLS. 3/2/2022-Referred to Com. on RLS.	Current law requires a bicycle that is operated on a roadway or the shoulder of a highway to be operated in the same direction as vehicles are required to be driven. This bill would make a technical, nonsubstantive change to that provision.	
Vehicles.			
SB 1354 Jones R	5/5/2022-A. L. GOV. 5/5/2022-Referred to Com. on L. GOV.	Would authorize a city, county, or city and county to use the design-build contracting process to award contracts for constructing projects that are necessary in order to comply with the federal Americans with Disabilities Act of 1990. By expanding design-build authority to include additional projects, the bill would expand the scope of the crime of perjury, thereby imposing a state-mandated local program.	
Design-build contracting: cities, counties, and cities and counties: compliance with the federal Americans with Disabilities Act of 1990.			
SB 1366 McGuire D	4/26/2022-S. APPR. 4/29/2022-Set for hearing May 9.	The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. Other current law authorizes certain state and local agencies to engage in job order contracting, as prescribed. This bill, until July 1, 2027, would amend the act to authorize the Department of General Services to engage in job order contracting, as prescribed, as an alternative procurement procedure for public works projects. The bill would require the department to establish prescribed procedures, standards, and requirements relating to the bidding for, and award of, contracts.	
Department of General Services: job order contracting procurement procedure: pilot.			
SB 1373 Kamlager D	3/9/2022-S. GOV. & F. 5/5/2022-From committee: Do pass. (Ayes 4. Noes 0.) (May 4).	Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. Current law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements and the disposition is completed not later than December 31, 2022.	
Surplus land disposal.			

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		Current law extends the date that the disposition must be completed by to December 31, 2024, for specified properties, including properties related to the Metro North Hollywood Joint Development Project. Current law further extends the dates by which the disposition of property must be completed, as specified, if the disposition of property, the local agency's right or ability to dispose of the property, or a development project for which the property is proposed to be transferred, is the subject of judicial challenge. This bill would extend the date by which the disposition of property must be completed to December 31, 2024, if the property is located in a local agency with a population of over 2,000,000 persons and the local agency has either an option agreement duly authorized by the local agency's governing body to purchase the property from the former redevelopment agency, or an exclusive negotiation agreement with a private entity to develop the subject property for economic development or housing purposes.	
<p>SB 1410 Caballero D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>4/27/2022-S. APPR. 5/6/2022-Set for hearing May 16.</p>	<p>The California Environmental Quality Act (CEQA) requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill would require the office, by January 1, 2025, to conduct and submit to the Legislature a study on the impacts and implementation of the guidelines described above relating to transportation impacts. The bill would require the office, upon appropriation, to establish a grant program to provide financial assistance to local jurisdictions for implementing those guidelines.</p>	
<p>SB 1414 Durazo D</p> <p>Surplus land disposal.</p>	<p>2/18/2022-S. RLS. 3/9/2022-Referred to Com. on RLS.</p>	<p>Current law provides that certain dispositions of real property by local agencies are subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Current law extends the dates by which the disposition of property must be completed, as specified, if the disposition of property, the local agency's right or ability to dispose of the property, or a development project for which the property is proposed to be transferred, is the subject of judicial challenge. This bill would make a nonsubstantive change to</p>	

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		the provision extending the dates by which the disposition of property must be completed if the property is subject to judicial challenge.	
SCR 68 Archuleta D First Lady Pat Nixon Memorial Highway.	5/5/2022-A. TRANS. 5/5/2022-Referred to Com. on TRANS.	Would designate the portion of State Route 91, from the Pioneer Boulevard undercrossing to the Carmenita Road overcrossing, as the First Lady Pat Nixon Memorial Highway. This measure would request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from non-state sources covering that cost, to erect those signs.	

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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
HR 5376 Rep. John Yarmuth (D-KY)	BUILD BACK BETTER ACT This bill provides funding, establishes programs, and otherwise modifies provisions relating to a broad array of areas, including education, labor, child care, health care, taxes, immigration, and the environment.	11/19/21 – Passed the House Awaits action in the Senate
S. 1931 Sen. Tom Carper (D- DE)	THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021 Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.	5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW) 08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure Investment and Jobs Act (H.R. 3684, as amended), and passed out of the U.S. Senate. 11/15/21 – Bill signed into law as part of the Infrastructure Investment and Jobs Act

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
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Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

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

BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 2287 / S. 1172 Rep. Ayanna Pressley (D - MA) and Sen. Ed Markey (D - MA)	FREEDOM TO MOVE ACT 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.	4/15/21 – Re-introduced in the House and Senate 8/27/20 - Board adopts a support position
H.R. 5228 / S. 2726 Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)	PUBLIC TRANSPORTATION EXPANSION ACT 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. The bill would also, for the first time in decades, allow large transit operators to use federal funds for operating expenses.	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 LA METRO monitoring this pending legislation

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BILL/AUTHOR	DESCRIPTION	STATUS
<p>H. R. 3684 Rep. Peter DeFazio (D-OR)</p>	<p>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</p> <p>The “INVEST in America Act” makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund. This total is an increase of over 60% above the current surface transportation bill. The bill also includes a number of policy priorities that Metro has advocated for including Local Hire, Projects of National and Regional Significance, New Starts, and workforce development.</p>	<p>7/1/21 – Passed the House 8/10/21 – Passed the Senate with substitute amendment language referred to as the Bipartisan Infrastructure Framework – short title changed to “Infrastructure Investment and Jobs Act”. 11/15/21 – Reauthorization legislation signed into law</p> <p>6/25/20 - Board adopts a Support position</p>
<p>H.R. 4550 Rep. David Price (D – NC)</p>	<p>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</p> <p>This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.</p>	<p>03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022</p>

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