

**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
<u>AB 1604</u> <u>Holden</u> D The Upward Mobility Act of 2022: boards and commissions: civil service: examinations: classifications.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	
<u>AB 1616</u> <u>Petrie-Norris</u> D Economic relief: California Emergency Relief Fund.	4/21/2022-A. RLS. 4/21/2022-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.	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.	
<u>AB 1626</u> <u>Nguyen</u> R Motor Vehicle Fuel Tax Law: limitation on adjustment.	1/10/2022-A. PRINT 1/11/2022-From printer. May be heard in committee February 10.	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.	

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<u>AB 1638</u> <u>Kiley R</u> 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.	
<u>AB 1640</u> <u>Ward D</u> Office of Planning and Research: regional climate networks: regional climate adaptation and resilience action plans.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the Office of Planning and Research to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office, through the program, to encourage the inclusion of eligible entities with land use planning and hazard mitigation planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.	
<u>AB 1644</u> <u>Flora R</u> Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.	5/25/2022-S. L., P.E. & R. 5/25/2022-Referred to Com. on L., P.E. & R.	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, on 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.	
<u>AB 1661</u> <u>Davies R</u>	5/4/2022-S. JUD. 5/4/2022-	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	

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Human trafficking: notice.	Referred to Com. on JUD.	of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking This bill would additionally require that notice to be posted by barbering and cosmetology businesses, as described.	
AB 1678 Fong R Department of Food and Agriculture: Blue Ribbon Commission on Port Congestion and Supply Chain Deficiencies.	4/27/2022-A. APPR. SUSPENSE FILE 5/19/2022-In committee: Held under submission.	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 1680 Lee D Transportation: prohibition orders.	5/18/2022-S. TRANS. 5/18/2022-Referred to Coms. on TRANS. and PUB. S.	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 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	

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		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.	
<u>AB 1685</u> <u>Bryan D</u> Vehicles: parking violations.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	
<u>AB 1711</u> <u>Seyarto R</u> Privacy: breach.	5/25/2022-S. JUD. 5/25/2022-Referred to Com. on JUD.	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.	
<u>AB 1721</u> <u>Rodriguez D</u> Seismic retrofitting: soft story multifamily housing.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	Would establish the Seismic Retrofitting Program for Soft Story Multifamily Housing for the purposes of providing financial assistance to owners of soft story multifamily housing for seismic retrofitting to protect individuals living in multifamily housing that have been determined to be at risk of collapse in earthquakes, as specified. The bill would also establish the Seismic Retrofitting Program for Soft Story Multifamily Housing Fund, and its subsidiary account, the Seismic Retrofitting Account, within the State Treasury. Moneys in the fund would be available, upon appropriation by the Legislature, to the California Earthquake Authority for the purposes of distributing funds pursuant to the program. The bill would require the Controller, upon appropriation, to transfer \$400,000,000 annually to the fund. The bill would require OES and CEA to enter into or use a joint powers agreement to develop and administer the program, as specified. The bill would require OES and CEA to submit a specified report to the Legislature by July 1, 2042, regarding the implementation of the program. The bill would make these provisions inoperative on July 1, 2042, and would repeal them as of January 1, 2043.	

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<u>AB 1751</u> <u>Daly D</u> Workers' compensation: COVID-19: critical workers.	5/26/2022- S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	
<u>AB 1778</u> <u>Garcia, Cristina D</u> State transportation funding: freeway projects: poverty and pollution: Department of Transportation.	5/26/2022- S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	
<u>AB 1833</u> <u>Ward D</u> San Diego Metropolitan Transit Development	5/25/2022- S. TRANS. 5/25/2022- Referred to Com. on TRANS.	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	

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Board: North County Transit District: consolidated agency: public contracting.		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.	
AB 1883 Quirk-Silva D Public restrooms.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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:	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on	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	

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California Center for Climate Change Education.	RLS. for assignment.	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.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. Upon the appropriation of moneys by the Legislature, this bill would create the Youth Transit Pass Pilot Program, administered by the department, for purposes of awarding grants to transit agencies for the costs of creating, designing, developing, advertising, and distributing free youth transit passes to persons 25 years of age and under, providing free transit service to holders of those passes, and administering and participating in the program, as specified. The bill would require the department to submit an interim report to specified committees of the Legislature on or before January 1, 2027, on, among other things, the outcomes of the program and the funding conditions associated with offering free youth transit passes, the status of transit pass programs statewide, and whether these provisions led to reductions in the emissions of greenhouse gases and vehicle miles traveled, as provided.	
AB 1938 Friedman D Transit and Intercity Rail Recovery Task Force.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	5/26/2022-S. DESK 5/26/2022-Assembly Rule 69(d) suspended. Read third time. Passed. Ordered to the Senate.	The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body	

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		participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely.	
<u>AB 1949</u> <u>Low D</u> Employees: bereavement leave.	5/26/2022- S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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 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.	
<u>AB 1983</u> <u>Fong R</u> Department of General Services: best value procurement: vehicles and equipment.	5/26/2022- S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	
<u>AB 1991</u> <u>Gabriel D</u> Motels and hotels: publicly funded shelter programs.	5/26/2022- S. RLS. 5/26/2022-In Senate. Read first time. To Com. on	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	

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	RLS. for assignment.	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.	
AB 2019 Petrie-Norris D Small and disadvantaged business enterprises.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	
AB 2039 Rivas, Luz D Los Angeles County Metropolitan Transportation Authority: job order contracting: pilot program.	5/25/2022-S. TRANS. 5/25/2022-Referred to Com. on TRANS.	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	5/26/2022-S. DESK 5/26/2022-Read third time.	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.	

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Agency: goods movement data.	Passed. Ordered to the Senate.		
<u>AB 2061</u> <u>Ting D</u> Transportation electrification: electric vehicle charging infrastructure.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	
<u>AB 2075</u> <u>Ting D</u> Energy: electric vehicle charging standards.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	

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AB 2076 Rivas, Luz D Extreme Heat and Community Resilience Program: Extreme Heat and Health Reporting System.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Current law establishes the Integrated Climate Adaptation and Resiliency Program (ICARP), to be administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, 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. Upon appropriation by the Legislature, the bill would require the office, as part of the program, to award grants and provide technical assistance to eligible entities, as defined, that support local and regional efforts to mitigate the impacts and reduce the public health risks of heat.	
AB 2097 Friedman D Residential and commercial development: parking requirements.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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 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 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	5/26/2022-S. TRANS.	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	

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Nonattainment basins: employee parking: parking cash-out program.	5/26/2022-Action rescinded whereby the bill was referred to Com. on E.Q.	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 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.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Existing law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires each regional transportation planning agency or county transportation commission to biennially adopt and submit to the California Transportation Commission and the Department of Transportation a 5-year regional transportation improvement program that includes, among other things, regional transportation improvement projects and programs proposed to be funded, in whole or in part, in the state transportation improvement program. This bill would require that those projects and programs included in each regional transportation improvement program also be consistent with the most recently prepared sustainable communities strategy of the regional transportation planning agency or county transportation commission and the state’s climate goals, as defined. The bill would require each regional transportation planning agency or county transportation commission to rank all transportation projects and prioritize projects based on adherence to its most recently adopted sustainable communities strategy and the state’s climate goals, prioritize funding and implementing projects in the order of prioritization, and submit the prioritized list to the state board and the California Transportation Commission.	
AB 2264 Bloom D	5/26/2022-S. RLS.	Under current law, a pedestrian control signal showing a “WALK” or approved “Walking Person” symbol means a pedestrian may proceed across the roadway in the direction of the signal. Under current law, a	

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Pedestrian crossing signals.	5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	pedestrian facing a flashing “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol with a “countdown” signal, as specified, means a pedestrian may start crossing the roadway in the direction of the signal but requires the pedestrian to finish crossing prior to the display of the steady “DON’T WALK” or “WAIT” or approved “Upraised Hand” symbol, as specified. 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 state-owned or operated traffic-actuated signal. The bill would also require an existing state-owned or operated 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 district, a safety corridor, or an area with a high concentration of pedestrians and cyclists, as specified.	
<u>AB 2270</u> <u>Seyarto R</u> 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.	
<u>AB 2271</u> <u>Gipson D</u> Los Angeles County Metropolitan Transportation Authority:	5/24/2022-S. RLS. 5/24/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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	Sponsor

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contracting: local businesses.		<p>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.</p> <p>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.</p>	
<p>AB 2344 Friedman D</p> <p>Wildlife connectivity: transportation projects.</p>	<p>5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>Current law authorizes the Department of Fish and Wildlife (DFW) to approve compensatory mitigation credits for wildlife connectivity actions taken under specified programs. Current law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system. Current law requires Caltrans to complete assessments of potential barriers to anadromous fish prior to commencing any project using state or federal transportation funds and requires projects to be constructed without presenting barriers to fish passage.</p> <p>This 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.</p>	
<p>AB 2357 Ting D</p> <p>Surplus land.</p>	<p>5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>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.</p> <p>This bill would also require the department to maintain on its internet website a listing of all entities, including housing sponsors, that have notified the department of their interest in surplus land for the purpose of developing low- and moderate-income housing.</p>	

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AB 2392 Irwin D Information privacy: connected devices: labeling.	5/11/2022-S. JUD. 5/11/2022-Referred to Com. on JUD.	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 Advisory Committee.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Current law establishes the Strategic Growth Council consisting of specified state agency members and members of the public. Current law requires the council, among other things, to recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety. 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, except as specified, a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities, as provided.	
AB 2432 Muratsuchi D Neighborhood electric vehicles: County of Los	5/18/2022-S. TRANS. 5/18/2022-Referred to Com. on TRANS.	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.	

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Angeles: South Bay cities area.		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 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.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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	5/26/2022-S. RLS.	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	

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Climate change.	5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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 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.	5/24/2022-S. RLS. 5/24/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an	

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		<p>exemption to the jurisdictional requirement for health authorities, as defined.</p> <p>This bill would revise and recast those teleconferencing provisions and, until January 1, 2028, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public if at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction.</p>	
<p>AB 2454 Jones-Sawyer D</p> <p>Public contracts: protests: joint labor-management committee.</p>	<p>5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>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 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.</p> <p>This bill would additionally authorize a joint labor-management committee, as defined, to submit a written protest to a contract that is not to be awarded to the lowest bidder.</p>	
<p>AB 2462 Valladares R</p> <p>Neighborhood electric vehicles: County of Los Angeles: Westside Planned Communities.</p>	<p>5/18/2022-S. TRANS. 5/18/2022-Referred to Com. on TRANS.</p>	<p>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.</p> <p>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.</p>	

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<p>AB 2496 Petrie-Norris D</p> <p>Vehicles: exhaust systems.</p>	<p>5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.</p>	<p>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.</p> <p>This bill would require a court to require a certificate of compliance for a violation of the requirements mentioned above. The bill would require the court to notify the Department of Motor Vehicles to place a hold on the vehicle registration until the certificate of compliance is received by the court if the certificate is not provided to the court within 3 months of the violation date.</p>	
<p>AB 2532 Bennett D</p> <p>Scoping plan: state agency, board, and department compliance and implementation: reports.</p>	<p>5/24/2022-S. RLS. 5/24/2022-In Senate. Read first time. To Com. on RLS. for assignment.</p>	<p>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.</p> <p>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</p>	

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		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.	
<u>AB 2537</u> <u>Gipson D</u> Vehicles: driver education.	5/26/2022- S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	
<u>AB 2550</u> <u>Arambula D</u> State Air Resources Board: San Joaquin Valley Air Pollution Control District: nonattainment.	5/26/2022- S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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 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.	
<u>AB 2556</u> <u>O'Donnell D</u> Local public	5/18/2022-S. L., P.E. & R. 5/18/2022-	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	

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employee organizations.	Referred to Com. on L., P.E. & R.	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.	
<u>AB 2594</u> <u>Ting D</u> Vehicle registration and toll charges.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Current law requires the application for an original driver's license or renewal of a driver's license to contain specified information, including the applicant's name, age, gender category, mailing address, and residence address. Commencing January 1, 2027, this bill would require the application for an original driver's license or renewal of a driver's license to include a statement that the applicant may also need to change their address for purposes of their vehicle registration.	
<u>AB 2622</u> <u>Mullin D</u> Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	
<u>AB 2625</u> <u>Ting D</u> Subdivision Map	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first	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	

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Act: exemption: electrical energy storage system.	time. To Com. on RLS. for assignment.	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 Local government: open meetings.	5/25/2022- S. GOV. & F. 5/25/2022- Referred to Com. on GOV. & F.	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 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.	5/24/2022- S. RLS. 5/24/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	

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AB 2696 Garcia, Eduardo D Electricity: transmission facilities: study.	5/26/2022- S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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, 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.	
AB 2700 McCarty D Transportation electrification: electrical distribution grid upgrades.	5/26/2022- S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	5/26/2022- S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	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.	

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AB 2763 Kalra D Santa Clara Valley Transportation Authority: job order contracting.	5/26/2022-S. RLS. 5/26/2022-In Senate. Read first time. To Com. on RLS. for assignment.	Existing law creates the Santa Clara Valley Transportation Authority with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law authorizes the 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 the authority from entering into a job order contract for work that is protected by a collective bargaining agreement and 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.	
AB 2771 Friedman D Cosmetic products: safety.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	5/19/2022-S. RLS. 5/19/2022-Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	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.	

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<u>AB 2835</u> <u>Fong R</u> 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.	
<u>AB 2933</u> <u>O'Donnell D</u> School transportation: apportionments.	5/26/2022-S. DESK 5/26/2022-Read third time. Passed. Ordered to the Senate.	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.	
<u>AB 2956</u> Committee on Transportation Transportation.	5/19/2022-S. RLS. 5/19/2022-Read third time. Passed. Ordered to the Senate. (Ayes 72. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	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.	

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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 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.	Watch
SB 852 Dod D Climate resilience districts: formation: funding mechanisms.	5/24/2022- A. DESK 5/25/2022-In Assembly. Read first time. Held at Desk.	Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including projects that enable communities to adapt to the impacts of climate change. Current law also requires the legislative body to establish a public financing authority, defined as the governing board of the enhanced infrastructure financing district, prior to the adoption of a resolution to form an enhanced infrastructure district and adopt an infrastructure financing plan. This bill 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.	Watch
SB 878 Skinner D	5/23/2022- A. DESK 5/24/2022-In	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	Watch

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School transportation.	Assembly. Read first time. Held at Desk.	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.	5/24/2022-A. DESK 5/25/2022-In Assembly. Read first time. Held at Desk.	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.	
SB 905 Skinner D Decarbonized Cement and Geologic Carbon Sequestration Demonstration Act.	5/24/2022-A. DESK 5/25/2022-In Assembly. Read first time. Held at Desk.	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 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 pilot projects that each meet specified criteria, including that the project begin construction before January 1, 2026. The bill would require the state board, before awarding funds under the initiative, to develop guidelines for implementation of the initiative and the development of geologic carbon sequestration pilot projects and criteria for the selection of eligible projects, as	

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		specified. The bill would require the state board, no later than January 1, 2026, to approve at least one geologic carbon sequestration pilot project for funding pursuant to the initiative.	
SB 917 Becker D Seamless Transit Transformation Act.	5/23/2022-A. DESK 5/24/2022-In Assembly. Read first time. Held at Desk.	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: transportation-related projects.	5/16/2022-A. DESK 5/16/2022-Read third time. Passed. (Ayes 24. Noes 1.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	The California Environmental Quality Act (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 delete the requirement that the bicycle transportation plan is for an urbanized area. The bill would extend the exemption to an active transportation plan or pedestrian plan. 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: circulation element: bicycle and pedestrian	5/25/2022-A. DESK 5/26/2022-In Assembly. Read first time. Held at Desk.	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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plans and traffic calming plans.			
SB 942 Newman D Low Carbon Transit Operations Program: free or reduced fare transit program.	5/19/2022- A. TRANS. 5/19/2022- Referred to Com. on TRANS.	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.	5/24/2022- A. DESK 5/25/2022-In Assembly. Read first time. Held at Desk.	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:	5/19/2022-A. L. GOV. 5/26/2022-June 8 set for first	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	

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progressive design-build: local agencies.	hearing canceled at the request of author.	would require a local agency that uses the progressive design-build process to submit, no later than January 1, 2028, to the appropriate policy and fiscal committees of the Legislature a report on the use of the progressive design-build process containing specified information, including a description of the projects awarded using the progressive design-build process. 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.	5/26/2022- A. DESK 5/26/2022-Read third time. Passed. (Ayes 30. Noes 8.) Ordered to the Assembly.	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.	5/23/2022- A. DESK 5/24/2022-In Assembly. Read first time. Held at Desk.	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	5/26/2022- A. DESK 5/26/2022-Read third time. Passed. (Ayes 38.	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	

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Resilience Program.	Noes 0.) Ordered to the Assembly.	the risk of recurring 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 1100 Cortese D Open meetings: orderly conduct.	5/5/2022-A. L. GOV. 5/26/2022-June 8 set for first hearing canceled at the request of author.	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. 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.	5/24/2022-A. DESK 5/25/2022-In Assembly. Read first time. Held at Desk.	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	5/23/2022-A. DESK 5/24/2022-In Assembly. Read	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	

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transportation system: needs assessment.	first time. Held at Desk.	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.	5/24/2022-A. DESK 5/25/2022-In Assembly. Read first time. Held at Desk.	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.	
SB 1156 Grove R Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.	3/17/2022-S. GOV. & F. 5/4/2022-May 4 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.	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.	5/25/2022-A. DESK 5/26/2022-In Assembly. Read first time. Held at Desk.	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	Co-sponsor

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		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.	
SB 1175 McGuire D Department of Transportation: intermodal passenger services: rail corridors.	5/25/2022- A. DESK 5/26/2022-In Assembly. Read first time. Held at Desk.	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: eligibility: Anaheim Transportation Network.	5/25/2022- A. DESK 5/26/2022-In Assembly. Read first time. Held at Desk.	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 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 1217 Allen D State-Regional Collaborative for	5/24/2022- A. DESK 5/25/2022-In Assembly. Read first time. Held at Desk.	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.	

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Climate, Equity, and Resilience.		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.	
<u>SB 1226</u> <u>Durazo</u> D Joint powers agreements: zero-emission transportation systems or facilities.	5/23/2022-A. DESK 5/24/2022-In Assembly. Read first time. Held at Desk.	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 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.	
<u>SB 1230</u> <u>Limón</u> D Zero-emission and near-zero-emission vehicle incentive programs: requirements.	5/25/2022-A. DESK 5/26/2022-In Assembly. Read first time. Held at Desk.	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.	

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		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-Emission Vehicle Equity Advocate.	5/25/2022-A. DESK 5/26/2022-In Assembly. Read first time. Held at Desk.	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 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 Vehicles.	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.	
SB 1288 Umberg D University of California: Hastings College of the Law.	5/19/2022-S. THIRD READING 5/19/2022-From committee: Do pass. (Ayes 7. Noes 0.) (May 19). Read second time. Ordered to third reading.	Current law establishes the Hastings College of the Law, under the governance of an 11-member Board of Directors of the Hastings College of the Law, within the University of California. Current law provides that the college shall forever be known and designated as the Hastings College of the Law. This bill would instead provide that the college shall be designated as the College of the Law. The bill would rename Hastings College of the Law as the College of the Law and would rename the Board of Directors of the Hastings College of the Law as the Board of Directors of the College of the Law.	

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SB 1354 Jones R Design-build contracting: cities, counties, and cities and counties: compliance with the federal Americans with Disabilities Act of 1990.	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.	
SB 1366 McGuire D Department of General Services: job order contracting procurement procedure: pilot.	5/16/2022-S. INACTIVE FILE 5/16/2022- Ordered to inactive file on request of Senator McGuire.	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.	
SB 1373 Kamlager D Surplus land disposal.	5/23/2022-A. DESK 5/24/2022-In Assembly. Read first time. Held at Desk.	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. 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	

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		<p>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.</p> <p>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>	
<p>SB 1410 Caballero D</p> <p>California Environmental Quality Act: transportation impacts.</p>	<p>5/25/2022-A. DESK 5/26/2022-In Assembly. Read first time. Held at Desk.</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.</p> <p>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</p>	

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		proposed to be transferred, is the subject of judicial challenge. This bill would make a nonsubstantive change to 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

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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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<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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