

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

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position
<a href="#">AB 6</a> <a href="#">Friedman</a> D  Transportation planning.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization in order to, among other things, achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region for 2020 and 2035, respectively. • <b>This bill</b> would state the intent of the Legislature to enact subsequent legislation that would require regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s sustainable communities strategy and the state’s climate goals.	
<a href="#">AB 7</a> <a href="#">Friedman</a> D  Transportation: funding: capacity projects.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	Current law requires the Department of Transportation to improve and maintain the state’s highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. • <b>This bill</b> would state the intent of the Legislature to enact subsequent legislation that would eliminate single occupancy vehicle freeway capacity projects, and allow capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.	
<a href="#">AB 9</a> <a href="#">Muratsuchi</a> D  California Global Warming Solutions	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. Under the act, the state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse	

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Act of 2006: emissions limit.		gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. • <b>This bill</b> instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.	
<a href="#">AB 11 Jackson D</a>  Affordable California Commission.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	Current law declares that the availability of housing is of vital statewide importance. Current law declares that the provision of housing affordable to low- and moderate-income households requires the cooperation of all levels of government. Current law declares that housing prices in California have risen dramatically in all parts of the state in the past decade, while the wealth gap, especially the racial wealth gap, continues to be a growing problem in California. Existing law establishes various programs for the development and preservation of affordable housing, including the Affordable Housing Revolving Development and Acquisition Program and the California Dream for All Program. • <b>This bill</b> would create the Affordable California Commission. • <b>The bill</b> would require that the commission be composed of 11 members, including 9 members appointed by the Governor, the Speaker of the Assembly, and the President pro Tempore of the Senate, as provided, and one member each from the Assembly and the Senate, who would serve as ex officio nonvoting members, as specified.	
<a href="#">AB 16 Dixon R</a>  Motor Vehicle Fuel Tax Law: adjustment suspension.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to adjust the tax on July 1 each year by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance. Article XIX of the	

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		<p>California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2024, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.</li> <li>• <b>The bill</b> would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.</li> </ul>	
<p><a href="#">AB 45</a> <a href="#">Boerner Horvath D</a></p> <p>Coastal resources: coastal development permits: blue carbon demonstration projects: new development: greenhouse gas emissions.</p>	<p>12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.</p>	<p>The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission, as provided.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize the commission to authorize blue carbon demonstration projects, as defined, in order to demonstrate and quantify the carbon sequestration potential of these projects to help inform the state’s natural and working lands and climate resilience strategies.</li> <li>• <b>The bill</b> would, among other things, authorize the commission to require an applicant with a project that impacts coastal wetland, subtidal, intertidal, or marine habitats or ecosystems to build or contribute to a blue carbon demonstration project.</li> </ul>	
<p><a href="#">AB 49</a> <a href="#">Soria D</a></p>	<p>12/5/2022-A. PRINT 12/6/2022-From</p>	<p>Would express the intent of the Legislature to enact legislation that would increase the supply of affordable housing and reduce homelessness.</p>	

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Affordable housing.	printer. May be heard in committee January 5.		
<a href="#">AB 52</a> <a href="#">Grayson D</a> Sales and Use Tax Law: manufacturing equipment: research and development equipment.	12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.	The Sales and Use Tax Law imposes state taxes on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including an exemption from those taxes, on and after July 1, 2014, and before July 1, 2030, for the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property, as defined, that is, among other things, purchased by a qualified person for purchases for use primarily in manufacturing, processing, refining, fabricating, or recycling of tangible personal property, as specified, or purchased for use by a qualified person to be used primarily in research and development. Current law prohibits the exemption described above from applying with respect to any tax levied by a county, city, or district pursuant to, or in accordance with, the Bradley-Burns Uniform Local Sales and Use Tax Law or the Transactions and Use Tax Law, sales and use taxes imposed pursuant to certain provisions of the Sales and Use Tax Law, and sales and use taxes imposed pursuant to certain provisions of the California Constitution. • <b>This bill</b> would express the intent of the Legislature to expand the sales and use tax exemption for manufacturing and research and development equipment to preserve California’s status as a hub of innovation and technology and to encourage greater investment in California.	
<a href="#">AB 53</a> <a href="#">Fong, Vince R</a> Motor Vehicle Fuel	12/5/2022-A. PRINT 12/6/2022-From printer. May be	Would suspend the imposition of the tax on motor vehicle fuels for one year. • <b>The bill</b> would require that all savings realized based on the suspension of the motor vehicle fuels tax by a person other than an end consumer, as defined, be passed on to the end consumer, and would make the violation of this requirement an unfair business	

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Tax Law: suspension of tax.	heard in committee January 5.	practice, in violation of unfair competition laws, as provided. • <b>The bill</b> would require a seller of motor vehicle fuels to provide a receipt to a purchaser that indicates the amount of tax that would have otherwise applied to the transaction.	
<a href="#">AB 59</a> <a href="#">Gallagher</a> R  Taxation: renter’s credit.	12/6/2022-A. PRINT 12/7/2022-From printer. May be heard in committee January 6.	The Personal Income Tax Law authorizes various credits against the taxes imposed by that law, including a credit for qualified renters in the amount of \$120 for spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$50,000, as adjusted, or less, and in the amount of \$60 for other individuals if adjusted gross income is \$25,000, as adjusted, or less. Current law requires the Franchise Tax Board to annually adjust for inflation these adjusted gross income amounts. For 2021, the adjusted gross income limit is \$87,066 and \$43,533, respectively. Current law requires any bill authorizing a new tax credit to contain, among other things, specific goals, purposes, and objectives that the tax credit will achieve, detailed performance indicators, and data collection requirements. • <b>This bill</b> , for taxable years beginning on or after January 1, 2022, and before January 1, 2027, would extend the above-described renter’s credit to spouses filing joint returns, heads of household, and surviving spouses if adjusted gross income is \$150,000, as adjusted, or less, and for other individuals if adjusted gross income is \$75,000, as adjusted, or less. • <b>The bill</b> would, for taxable years beginning on or after January 1, 2023, and before January 1, 2027, require the Franchise Tax Board annually adjust these adjusted gross income amounts for inflation, as described.	
<a href="#">AB 67</a> <a href="#">Muratsuchi</a> D  Homeless Courts Pilot Program.	12/7/2022-A. PRINT 12/8/2022-From printer. May be heard in committee January 7.	Current law governs the jurisdiction of various criminal actions and criminal proceedings. Current law also provides various diversion programs, including programs for defendants with cognitive disabilities and programs for defendants who were, or currently are, members of the United States military. • <b>This bill</b> , upon an appropriation by the Legislature, would create the Homeless Courts	

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		<p>Pilot Program, which would remain in effect until January 1, 2028, to be administered by the Judicial Council for the purpose of providing comprehensive community-based services to achieve stabilization for, and address the specific legal needs of, chronically homeless individuals who are involved with the criminal justice system.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require programs seeking grant funds to provide a number of specified services or program components, including, but not limited to, a diversion program enabling participating defendants to have infraction or misdemeanor charges dismissed upon completion of a program, provision of supportive housing, as defined, during the duration of the program, and a dedicated county representative to assist defendants with housing needs.</li> <li>• <b>The bill</b> would require an applicant for grant funding under the program to submit a plan for a new homeless court program or expansion of an existing homeless court program, and would require any funding awarded to an applicant to be used in accordance with that plan.</li> </ul>	
<p><a href="#">AB 69</a> <a href="#">Waldron R</a></p> <p>Transportation: traffic signal synchronization: roadway improvement projects.</p>	<p>12/9/2022-A. PRINT 12/10/2022-From printer. May be heard in committee January 9.</p>	<p>The State Air Resources Board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law authorizes moneys in the</p>	

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		<p>fund to be allocated, as specified, for an investment in a traffic signal synchronization component that is part of a sustainable infrastructure project if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project’s effect.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would additionally authorize moneys in the fund to be allocated for an investment in a traffic signal synchronization component that is part of a roadway improvement project requiring multiple signals, including, but not limited to, multimodal redevelopment projects, rail trail projects, urban renewal projects, or a project near transit facilities, if the component is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific emissions reduction targets and metrics to evaluate the project’s effect.</li> </ul>	
<p><a href="#">ACA 2</a> <a href="#">Alanis R</a></p> <p>Public resources: Water and Wildfire Resiliency Act of 2023.</p>	<p>12/5/2022-A. PRINT 12/6/2022-From printer. May be heard in committee January 5.</p>	<p>Would establish the Water and Wildfire Resiliency Fund within the State Treasury, and would require the Treasurer to annually transfer an amount equal to 3% of all state revenues that may be appropriated as described from the General Fund to the Water and Wildfire Resiliency Fund. The measure would require the moneys in the fund to be appropriated by the Legislature and would require that 50% of the moneys in the fund be used for water projects, as specified, and that the other 50% of the moneys in the fund be used for forest maintenance and health projects, as specified.</p>	
<p><a href="#">SB 5</a> <a href="#">Nguyen R</a></p> <p>Motor Vehicle Fuel Tax Law: limitation on adjustment.</p>	<p>12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.</p>	<p>The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would limit the above-described annual adjustment to a maximum of 2% for</li> </ul>	

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		rate adjustments made on or after July 1, 2023. • <b>This bill</b> contains other related provisions.	
<a href="#">SB 7</a> <a href="#">Blakespear</a> D  Homelessness.	12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.	Would state the intent of the Legislature to enact legislation regarding homelessness and the regional housing needs allocation.	
<a href="#">SB 12</a> <a href="#">Stern</a> D  California Global Warming Solutions Act of 2006: emissions limit.	12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.	Under the California Global Warming Solutions Act of 2006, the State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by no later than December 31, 2030. Under the act, a violation of a rule, regulation, order, emission limitation, emission reduction measure, or other measure adopted by the state board under the act is a crime. • <b>This bill</b> instead would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least 55% below the 1990 level by no later than December 31, 2030.	
<a href="#">SB 15</a> <a href="#">Grove</a> R  Oil imports: air quality emissions data.	12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.	Would express the intent of the Legislature that the Energy Commission monitor foreign countries that export oil to California and identify on its internet website which of those countries have demonstrated human rights abuses, as documented by the United States Department of State or by human rights organizations, and which of those countries have lower environmental standards for the production of oil than California. • <b>This bill</b> contains other related provisions and other existing laws.	
<a href="#">SB 16</a> <a href="#">Smallwood-Cuevas</a> D	12/5/2022-S. RLS. 12/6/2022-From printer. May be	The Unruh Civil Rights Act generally prohibits business establishments from discriminating on specified bases. The California Fair Employment and Housing Act prohibits discrimination in housing and employment on specified bases and provides	

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Civil rights: discrimination: enforcement.	acted upon on or after January 5.	<p>procedures for enforcement by the Civil Rights Department. Current law specifies that while it is the intent of the Legislature that the California Fair Employment and Housing Act occupy the field of regulation of discrimination in employment and housing, nothing in the act shall be construed to limit or restrict the application of the Unruh Civil Rights Act.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would also specify that nothing in the California Fair Employment and Housing Act shall be construed to limit or restrict efforts by local entities to enforce state law prohibiting discrimination against classes of persons covered by the act in employment and housing.</li> </ul>	
<p><a href="#">SB 30</a> <a href="#">Umberg</a> D</p> <p>Transportation: zero-emission vehicle signage.</p>	12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.	<p>Current law requires the Department of Transportation to adopt rules and regulations that allow the placement, near exits on freeways in rural areas, of information signs identifying specific roadside businesses, including a business offering electric vehicle charging facilities.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would state the intent of the Legislature to enact subsequent legislation that would require the department, in coordination with the Governor’s Office of Business and Economic Development (GO-Biz) and the State Energy Resources Conservation and Development Commission, to develop and design light-duty zero-emission vehicle charging station signage to be placed along state highways, as specified, as well as a publicly accessible online platform that identifies the locations of electric vehicle chargers along state highway corridors.</li> </ul>	
<p><a href="#">SB 32</a> <a href="#">Jones</a> R</p> <p>Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.</p>	12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.	<p>The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of</p>	

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		<p>market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would suspend the Low Carbon Fuel Standard regulations for one year.</li> <li>• <b>The bill</b> would also exempt suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year.</li> </ul>	
<p><a href="#">SB 35</a> <a href="#">Umberg</a> D</p> <p>Community Assistance, Recovery, and Empowerment (CARE) Court Program.</p>	<p>12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.</p>	<p>The Community Assistance, Recovery, and Empowerment (CARE) Act, effective January 1, 2023, authorizes specified adult persons to petition a civil court to create a voluntary CARE agreement or a court-ordered CARE plan and implement services, to be provided by county behavioral health agencies, to provide behavioral health care, including stabilization medication, housing, and other enumerated services, to adults who are currently experiencing a severe mental illness and have a diagnosis identified in the disorder class schizophrenia and other psychotic disorders, and who meet other specified criteria. Current law authorizes CARE Act proceedings to commence in the county where the respondent resides, is found, or is facing criminal or civil proceedings.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would make technical, nonsubstantive changes to that provision.</li> </ul>	
<p><a href="#">SB 37</a> <a href="#">Caballero</a> D</p> <p>Tenancy.</p>	<p>12/5/2022-S. RLS. 12/6/2022-From printer. May be acted upon on or after January 5.</p>	<p>Would make findings and declarations relating to senior housing and would state the intent of the Legislature to subsequently amend this bill to include provisions that would enact meaningful tenancy reform to ensure that aging adults can remain safely housed.</p>	
<p><a href="#">SB 52</a> <a href="#">Durazo</a> D</p> <p>City of Los Angeles</p>	<p>12/5/2022-S. RLS. 12/6/2022-From printer. May be</p>	<p>Would establish the City of Los Angeles Citizens Redistricting Commission to adjust the district boundaries for the Los Angeles City Council. The commission would consist of 24 members who meet specified qualifications.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the commission to adjust the boundaries of the city council</li> </ul>	

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Citizens Redistricting Commission.	acted upon on or after January 5.	districts in accordance with specified criteria and adopt a redistricting plan in accordance with specified deadlines. By increasing the duties on local officials, the bill would impose a state-mandated local program. • <b>This bill</b> contains other related provisions and other existing laws.	
<a href="#">SB 56 Skinner D</a> Load-serving entities: integrated resource plans.	12/7/2022-S. RLS. 12/8/2022-From printer. May be acted upon on or after January 7.	Current law requires the Public Utilities Commission to adopt a process for each load-serving entity, defined to include electrical corporations, electric service providers, and community choice aggregators, to file an integrated resource plan and a schedule for periodic updates to the plan to ensure that it meets, among other things, the state’s targets for reducing emissions of greenhouse gases and the requirement to procure at least 60% of its electricity from eligible renewable energy resources by December 31, 2030. Current law additionally requires the integrated resource plan to contribute to a diverse and balanced portfolio of resources needed to ensure a reliable supply of electricity that provides optimal integration of renewable energy resources in a cost-effective manner, meets the state’s targets for reducing emissions of greenhouse gases, and prevents cost shifting among load-serving entities. • <b>This bill</b> would make a nonsubstantive change to the latter provision.	

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**FEDERAL LEGISLATION**

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

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BILL/AUTHOR	DESCRIPTION	STATUS
<b>HR 4346</b>	<p><b>CHIPS AND SCIENCE ACT</b> The bill includes billions of dollars in new spending to increase domestic production of semiconductor chips and boost economic competitiveness in other industries through investments in manufacturing, research and development, and workforce development. Included in this legislation are two provisions that can support Metro’s Center for Transportation Excellence initiative, which in partnership with the County of Los Angeles aims to establish a rail rolling stock manufacturing center in Los Angeles County. Specifically, the bill provides \$10 billion over five years to create 20 regional technology and innovation hubs around the United States. It also greatly expands the Manufacturing USA program which will allow for the establishment of new Manufacturing USA Institutes around the country.</p>	08/09/2022 - Became Public Law No: 117-167
<b>HR 5376 Rep. John Yarmuth (D-KY)</b>	<p><b>BUILD BACK BETTER ACT</b> This bill provides funding, establishes programs, and otherwise modifies provisions relating to a broad array of areas, including education, labor, child care, health care, taxes, immigration, and the environment.</p>	11/19/21 – Passed the House  Awaits action in the Senate
<b>S. 1931 Sen. Tom Carper (D- DE)</b>	<p><b>THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021</b> Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.</p>	5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW)  08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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		<p>Investment and Jobs Act (H.R. 3684, as amended), and passed out of the U.S. Senate.</p> <p>11/15/21 – Bill signed into law as part of the Infrastructure Investment and Jobs Act</p>
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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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BILL/AUTHOR	DESCRIPTION	STATUS
<b>H.R. 2287 / S. 1172 Rep. Ayanna Pressley (D - MA) and Sen. Ed Markey (D - MA)</b>	<p style="text-align: center;"><b>FREEDOM TO MOVE ACT</b></p> <p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p>	<p>4/15/21 – Re-introduced in the House and Senate</p> <p>8/27/20 - Board adopts a support position</p>
<b>H.R. 5228 / S. 2726  Rep. Henry “Hank” C. Johnson, Jr. (D- GA) and Senator Jon Ossoff (D- GA)</b>	<p style="text-align: center;"><b>PUBLIC TRANSPORTATION EXPANSION ACT</b></p> <p>The <i>Public Transportation Expansion Act</i> would create a Federal grant program to fund public transportation expansion to serve low-income communities and connect affordable housing with transit networks, including through the provision of fareless or reduced-fare service.</p> <p>The bill would also, for the first time in decades, allow large transit operators to use federal funds for operating expenses.</p>	<p>9/10/21 – Bill introduced and referred to Transportation and Infrastructure and Financial Services Committees in the House; referred to Committee on Banking, Housing, and Urban Affairs in the Senate</p> <p>LA METRO monitoring this pending legislation</p>

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

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