

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
February 2024  
Metro Government Relations**

**STATE LEGISLATION**

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 6</a> <a href="#">Friedman</a> D</p> <p>Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.</p>	<p>7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/14/2023)(May be acted upon Jan 2024)</p>	<p>Current law requires that each regional transportation plan 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.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the state board, after January 1, 2024, and not later than September 30, 2026, to establish additional targets for 2035 and 2045, respectively, as specified.</li> </ul>	
<p><a href="#">AB 7</a> <a href="#">Friedman</a> D</p> <p>Transportation: planning: project selection processes.</p>	<p>9/14/2023-S. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2023)(May be acted upon Jan 2024)</p>	<p>The Transportation Agency is under the supervision of the Secretary of Transportation, who has the power of general supervision over each department within the agency. The secretary, among other duties, is charged with developing and reporting to the Governor on legislative, budgetary, and administrative programs to accomplish coordinated planning and policy formulation in matters of public interest, including transportation projects. On and after January 1, 2025, and to the extent applicable, feasible, and cost effective, this bill would require the agency, the Department of Transportation, and the California Transportation Commission to incorporate specified goals into program funding guidelines and processes.</p>	
<p><a href="#">AB 9</a> <a href="#">Muratsuchi</a> D</p> <p>Greenhouse gases: market-based compliance mechanism.</p>	<p>6/2/2023-A. 2 YEAR 6/2/2023-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2023)(May be acted upon Jan 2024)</p>	<p>The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating greenhouse gas emissions. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the state board to initiate a regulatory process to evaluate potential updates to the market-based compliance mechanism, and would require regulatory changes to take effect no later than January 1, 2025.</li> <li>• <b>The bill</b> would require the evaluation to focus on specified items,</li> </ul>	

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		<p>including whether the supply of emission allowances and carbon offsets are consistent with a linear trajectory toward the statewide greenhouse gas emissions reduction goal established in the state board’s most recent scoping plan, rules for banking allowances to use for future compliance, and recommendations made by the Independent Emissions Market Advisory Committee and the state board’s environmental justice advisory committee.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the state board, beginning January 1, 2028, and subsequently on a triennial basis, as specified, and in consultation with the Independent Emissions Market Advisory Committee and the environmental justice advisory committee, to conduct an evaluation of the market-based compliance mechanism, as provided.</li> </ul>	
<p><a href="#">AB 16</a> <a href="#">Dixon</a> R</p> <p>Motor Vehicle Fuel Tax Law: adjustment suspension.</p>	<p>3/30/2023-A. TRANS. 1/4/2024-Re-referred to Com. on TRANS.</p>	<p>Would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as specified, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families.</p> <ul style="list-style-type: none"> <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 31</a> <a href="#">Carrillo, Juan</a> D</p> <p>Public transit: funding.</p>	<p>5/5/2023-A. 2 YEAR 5/5/2023-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/5/2022)(May be acted upon Jan 2024)</p>	<p>Current law provides various sources of funding for capital and operating expenses of public transit systems and intercity rail in the state.</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 appropriate funds for the development and operation of a privately run public transit system connecting the Victor Valley and the Antelope Valley in southern California.</li> </ul>	
<p><a href="#">AB 45</a> <a href="#">Boerner</a> D</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline</p>	<p>The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone,</p>	

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Coastal resources: coastal development permits: blue carbon demonstration projects.	pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)	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. <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> </ul>	
<a href="#">AB 53</a> <a href="#">Fong, Vince</a> R  Motor Vehicle Fuel Tax Law: suspension of tax.	3/30/2023-A. TRANS. 3/30/2023-Referred to Com. on TRANS.	Would suspend the imposition of the tax on motor vehicle fuels for one year. <ul style="list-style-type: none"> <li>• <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 practice, in violation of unfair competition laws, as provided.</li> <li>• <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.</li> </ul>	
<a href="#">AB 67</a> <a href="#">Muratsuchi</a> D  Homeless Courts Pilot Program.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/28/2023)(May be acted upon Jan 2024)	Would, upon an appropriation by the Legislature, create the Homeless Courts Pilot Program, which would remain in effect until January 1, 2029, 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, homeless individuals who are involved with the criminal justice system. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require applicant cities or counties 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 specified charges dismissed upon completion of a program, provision of temporary, time-limited, or permanent housing during the duration of the program, and a dedicated representative to assist defendants with</li> </ul>	

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		<p>housing needs.</p> <ul style="list-style-type: none"> <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 86</a> <a href="#">Jones-Sawyer D</a></p> <p>Homelessness: Statewide Homelessness Coordinator.</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)</p>	<p>Would require the Governor to appoint a Statewide Homelessness Coordinator, within the Governor’s Office, to serve as the lead person for ending homelessness in California.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the coordinator to perform prescribed duties, including, among others, identifying a local leader in each relevant city, county, city and county, or other jurisdiction to serve as a liaison between the coordinator and that jurisdiction, overseeing homelessness programs, services, data, and policies between federal, state, and local agencies, coordinating the timing of release of funds and applications for funding for housing and housing-based services impacting Californians experiencing homelessness, and, in collaboration with local leaders, providing annual recommendations to the Legislature and the Governor, as specified.</li> <li>• <b>The bill</b> would authorize the coordinator to adjust state goals to the extent allowed by state law.</li> </ul>	
<p><a href="#">AB 99</a> <a href="#">Connolly D</a></p> <p>Department of Transportation: state roads and highways: integrated pest management.</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)</p>	<p>Would require the Department of Transportation to adopt, on or before January 1, 2025, a statewide policy to use integrated pest management, as defined, on state roads and highways, as specified, and to implement the statewide policy in cities or counties that have adopted integrated pest management approaches to roadside vegetation management.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the Department of Transportation, in developing the statewide policy, to consult with the Department of Pesticide Regulation and the University of California Statewide Integrated Pest Management Program.</li> <li>• <b>The bill</b> would require the Department of Transportation, when operating in a city or a county that has adopted an integrated pest management policy</li> </ul>	

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		<p>that is more restrictive than the statewide policy, to the extent feasible, to operate in a manner consistent with the city’s or county’s integrated pest management policy, as specified.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the Department of Transportation, on or before December 31, 2025, and annually thereafter, to make publicly available on its internet website the amount, location, and type of pesticides, and the pesticide formulation, by city and county, it uses, and, at least 24 hours before applying a pesticide, would require the Department of Transportation to provide on its internet website and mobile application, and through any other means of communication deemed appropriate by the applicable state transportation district, information on when and where it plans to apply the pesticide.</li> </ul>	
<p><a href="#">AB 101</a>  <a href="#">Ting D</a></p> <p>Budget Act of 2023.</p>	<p>8/14/2023-S. BUDGET &amp; F.R.  8/14/2023-Re-referred to Com. on B. &amp; F.R.</p>	<ul style="list-style-type: none"> <li>• <b>This bill</b> would make appropriations for the support of state government for the 2023–24 fiscal year.</li> <li>• <b>This bill</b> contains other related provisions.</li> </ul>	
<p><a href="#">AB 241</a>  <a href="#">Reyes D</a></p> <p>Vehicular air pollution: Clean Transportation Program: vehicle registration and identification plate service fees: smog abatement fee: extension.</p>	<p>9/14/2023-A. INACTIVE FILE  9/14/2023-Ordered to inactive file at the request of Assembly Member Reyes.</p>	<p>Current law, until January 1, 2024, increases the smog abatement fee on certain vehicles by a specified amount and requires the revenues generated by the increase to be deposited in the Air Quality Improvement Fund and the Alternative and Renewable Fuel and Vehicle Technology Fund.</p> <p>Current law, until January 1, 2024, increases vehicle registration fees and certain service fees for identification plates by specified amounts. Current law requires the revenue generated by the increase in those fees to be deposited in the Alternative and Renewable Fuel and Vehicle Technology Fund and either the Air Quality Improvement Fund or the Enhanced Fleet Modernization Subaccount, as provided.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would extend the increases in those charges to July 1, 2035.</li> </ul>	
<p><a href="#">AB 259</a>  <a href="#">Lee D</a></p>	<p>3/30/2023-A. REV. &amp; TAX  3/30/2023-Referred to Coms. on REV. &amp; TAX. and JUD.</p>	<p>Would, for taxable years beginning on or after January 1, 2024, and before January 1, 2026, impose an annual tax at a rate of 1.5% of a resident of this state’s worldwide net worth in excess of \$1,000,000,000, or in excess of</p>	

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Wealth Tax: False Claims Act.		<p>\$500,000,000 in the case of a married taxpayer filing separately.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would, for taxable years beginning on or after January 1, 2026, impose an annual tax at a rate of 1% of a resident’s worldwide net worth in excess of \$50,000,000, or in excess of \$25,000,000 in the case of a married taxpayer filing separately.</li> <li>• <b>The bill</b> would also impose, for taxable years beginning on or after January 1, 2026, an additional tax at a rate of 0.5% of a resident’s worldwide net worth in excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately.</li> <li>• <b>The bill</b> would describe worldwide net worth with reference to specific federal provisions and would provide that worldwide net worth does not include specific assets, including personal property situated out of state, directly held real property, or liabilities related to directly held real property.</li> <li>• <b>The bill</b> would also authorize the Franchise Tax Board to adopt regulations to carry out these provisions, including regulations regarding the valuation of certain assets that are not publicly traded.</li> <li>• <b>The bill</b> would require new certifications by taxpayers, made under penalty of perjury.</li> </ul>	
<p><a href="#">AB 270</a> <a href="#">Lee D</a></p> <p>Political Reform Act of 1974: public campaign financing.</p>	<p>7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. &amp; C.A. on 6/14/2023)(May be acted upon Jan 2024)</p>	<p>The Political Reform Act of 1974 prohibits a public officer from expending, and a candidate from accepting, public moneys for the purpose of seeking elective office.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would permit a public officer or candidate to expend or accept public moneys for the purpose of seeking elective office if the state or a local governmental entity established a dedicated fund for this purpose, as specified.</li> <li>• <b>The bill</b> would prohibit the public moneys for this dedicated fund from being taken from public moneys that are earmarked for education, transportation, or public safety. This restriction would not apply to charter cities.</li> </ul>	

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<a href="#">AB 291</a> <a href="#">Patterson, Jim</a> R  Sales and Use Tax: exemptions: trucks for use in interstate or out-of-state commerce.	2/2/2023-A. REV. & TAX 3/14/2023-In committee: Set, first hearing. Hearing canceled at the request of author.	State sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, an exemption for the sale of, or the storage, use, or other consumption of, a new, used, or remanufactured truck with an unladen weight of 6,000 pounds or more that is purchased for use without this state and is delivered to the purchaser within this state, and the purchaser drives or moves the vehicle to any point outside this state within 30 or 75 days, as applicable, from and after the date of delivery, if the purchaser furnishes certain documents to the manufacturer or remanufacturer. • <b>This bill</b> would extend that exemption until January 1, 2029.	
<a href="#">AB 295</a> <a href="#">Fong, Vince</a> R  Department of Transportation: maintenance projects.	7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/14/2023)(May be acted upon Jan 2024)	Would require the Department of Transportation to expedite roadside maintenance for specified projects related to roadside maintenance and the removal and clearing of material, as provided. • <b>The bill</b> would also authorize local governmental entities, fire protection districts, fire safe councils, and tribal entities to notify the department of those projects related to roadside maintenance and the removal and clearing of material that have not been completed in an efficient and timely manner if the continued failure to complete these projects poses a clear and imminent danger, as provided. • <b>The bill</b> would require the Division of Maintenance to begin the maintenance project within 90 days of being notified.	
<a href="#">AB 377</a> <a href="#">Muratsuchi</a> D  Career technical education: California Career	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE	Current law establishes the California Career Technical Education Incentive Grant Program, administered by the State Department of Education, with the purpose of encouraging, maintaining, and strengthening the delivery of high-quality career technical education programs. Current law provides, for the 2021–22 fiscal year and each fiscal	

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Technical Education Incentive Grant Program: Strong Workforce Program.	FILE on 8/21/2023)(May be acted upon Jan 2024)	year thereafter, that \$300,000,000 shall be available to the department, upon appropriation by the Legislature, for the program. Current law prohibits an applicant from being awarded an amount higher than the amount that the allocation formula determines them to be eligible to receive under the program. <ul style="list-style-type: none"> <li>• <b>This bill</b> instead would provide, for the 2024–25 fiscal year, and each fiscal year thereafter, that \$450,000,000 shall be made available to the department upon appropriation by the Legislature, for the program.</li> </ul>	
<a href="#">AB 382</a> <a href="#">Cervantes D</a>  High-occupancy vehicle lanes: County of Riverside.	9/14/2023-S. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023)(May be acted upon Jan 2024)	Current law authorizes a regional transportation agency, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit. Current law authorizes a value pricing and transit program involving HOT lanes to be developed and operated on State Highway Route 15 in the County of Riverside by the Riverside County Transportation Commission. Current law requires the Department of Transportation to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle lanes to high-occupancy vehicles and eligible vehicles, as defined, only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. Separate from that report, this bill would require the Transportation Agency, on or before January 1, 2025, to report to the transportation policy committees of the Legislature on that same topic and on the feasibility and appropriateness of removing from high-occupancy vehicle lanes in the County of Riverside, except for certain high-occupancy toll lanes, any double parallel solid lines to restrict the entrance into or exit from those lanes, including the use of the appropriate markings and signage.	

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<a href="#">AB 540</a> <a href="#">Wicks</a> D  Social Service Transportation Improvement Act: coordinated transportation services agencies.	3/2/2023-A. TRANS. 3/27/2023-In committee: Set, first hearing. Hearing canceled at the request of author.	The Social Service Transportation Improvement Act requires transportation planning agencies and county transportation commissions to prepare and adopt plans detailing required steps to consolidate social service transportation services, including the designation of consolidated transportation service agencies. The act requires funding for implementation to be provided from specified local transportation funds. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the coordination, rather than the consolidation, of social service transportation services under the act and would recharacterize consolidated transportation service agencies in the act as coordinated transportation service agencies.</li> </ul>	
<a href="#">AB 593</a> <a href="#">Haney</a> D  Carbon emission reduction strategy: building sector.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/14/2023)(May be acted upon Jan 2024)	Would require the State Energy Resources Conservation and Development Commission, on or before June 1, 2024, to adopt a strategy, with milestones, to reduce emissions of greenhouse gases for the building sector, as provided. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the commission, in developing the strategy, to consult and collaborate with certain entities, to hold at least 2 public workshops, and to convene stakeholder sessions.</li> <li>• <b>The bill</b> would require the commission, on or before September 31, 2024, to submit the adopted strategy to the relevant policy committees of the Legislature.</li> </ul>	
<a href="#">AB 637</a> <a href="#">Jackson</a> D  Zero-emission vehicles: fleet owners: rental vehicles.	1/25/2024-S. RLS. 1/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 70. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution the state board has found to be necessary, cost effective, and technologically feasible, to carry out specified purposes, unless preempted by federal law. <ul style="list-style-type: none"> <li>• <b>This bill</b> would, if the state board requires a fleet owner to acquire zero-emission vehicles as part of its fleet, require the state board to authorize the rental of a zero-emission vehicle or vehicles for a cumulative total of 260</li> </ul>	

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		days in a calendar year to be deemed ownership of one zero-emission vehicle for purposes of meeting that obligation.	
<a href="#">AB 761</a> <a href="#">Friedman D</a>  Local finance: enhanced infrastructure financing districts.	9/14/2023-S. RLS. 9/14/2023-Withdrawn from committee. Re-referred to Com. on RLS.	Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district by adopting a resolution of intention to establish the proposed district which, among other things, is required to state that an enhanced infrastructure financing district is proposed and describe the boundaries of the proposed district. Current law requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan consistent with the general plan and any relevant specific plan, and consisting of, among other things, a financing section. Current law requires that the financing section include a plan for financing the public facilities, a limit on the total number of dollars of taxes that may be allocated to the district pursuant to the plan, and a date, either not more than 45 years from the date on which the issuance of the bonds is approved for the plan on which the district will cease to exist, by which time all tax allocation to the district will end, or, where the district is divided into project areas, a date on which the infrastructure financing plan will cease to be in effect and all tax allocations to the district will end and a date on which the district's authority to repay indebtedness with incremental tax revenues will end, as specified. <ul style="list-style-type: none"> <li>• <b>This bill</b>, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified.</li> <li>• <b>This bill</b> would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the</li> </ul>	Support

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		purpose of development and construction of zero-emission mass transit projects.	
<a href="#">AB 817</a> <a href="#">Pacheco</a> D  Open meetings: teleconferencing: subsidiary body.	1/25/2024-S. RLS. 1/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 54. Noes 8.) In Senate. Read first time. To Com. on RLS. for assignment.	The Ralph M. Brown Act requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency’s jurisdiction and other requirements are met (nonemergency provisions). • <b>This bill</b> , until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.	Support

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<a href="#">AB 1011</a> <a href="#">Weber</a> D  Social care: data privacy.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/21/2023)(May be acted upon Jan 2024)	The Health Insurance Portability and Accountability Act of 1996 (HIPAA) establishes certain requirements relating to the provision of health insurance, including provisions relating to the confidentiality of health records. Current state law, the Confidentiality of Medical Information Act, prohibits a provider of health care, a health care service plan, a contractor, a corporation and its subsidiaries and affiliates, or any business that offers software or hardware to consumers, including a mobile application or other related device, as defined, from intentionally sharing, selling, using for marketing, or otherwise using any medical information, as defined, for any purpose not necessary to provide health care services to a patient, except as provided. <ul style="list-style-type: none"> <li>• <b>This bill</b> would prohibit a participating entity of a closed-loop referral system (CLRS) from selling, renting, releasing, disclosing, disseminating, making available, transferring, or otherwise communicating orally, in writing, or by electronic or other means, social care information stored in or transmitted through a CLRS in exchange for monetary or other valuable consideration, except as specified.</li> <li>• <b>The bill</b> would further prohibit a participating entity from using social care information stored in, or transmitted through, a CLRS for any purpose or purposes other than the social care purpose or purposes for which that social care information was collected or generated, except as specified.</li> </ul>	
<a href="#">AB 1168</a> <a href="#">Bennett</a> D  Emergency medical services (EMS): prehospital EMS.	9/14/2023-S. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2023)(May be acted upon Jan 2024)	The Emergency Medical Services System and the Prehospital Emergency Medical Care Personnel Act governs local emergency medical services (EMS) systems and authorizes each county to develop an EMS program and designate a local EMS agency. Current law requires a county to enter into a written agreement with a city or fire district that contracted for or provided prehospital EMS as of June 1, 1980. Current law requires, until that written agreement is reached, prehospital EMS to be continued at not less than the existing level and the administration of prehospital EMS by cities and fire districts contracting for or providing those services as of June 1, 1980, to be retained by those cities and fire districts.	

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		<ul style="list-style-type: none"> <li>• <b>This bill</b> would require a city to be treated as if it had retained its authorities regarding, and the administration of, prehospital EMS if specified requirements are met.</li> </ul>	
<a href="#">AB 1198</a> <a href="#">Grayson</a> D  GO-Biz: Energy Unit: equity.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/11/2023)(May be acted upon Jan 2024)	Current law establishes, within the Governor’s Office of Business and Economic Development, known as “GO-Biz,” the Energy Unit to accelerate the planning, financing, and execution of critical energy infrastructure projects that are necessary for the state to reach its climate, energy, and sustainability policy goals, including by identifying barriers, making recommendations, creating a working group, coordinating between the state’s climate and energy agencies, and cooperating with local, regional, federal, and California public and private businesses and investors. Current law requires the Energy Unit to submit a report to the Legislature on its activities on or before February 1 of each year, as specified. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the Energy Unit to identify, among other things, nonratepayer-funded energy industry resources, including grants, tax credits, loans, and technical assistance, across local, state, and federal departments and agencies that are available to assist businesses and workers in the transition to a net-zero-powered economy.</li> <li>• <b>The bill</b> would require the Energy Unit to work with specified agencies to identify workforce development programs specific to the energy industry and gather data on how education and outreach is conducted to disadvantaged communities, as defined.</li> <li>• <b>The bill</b> would also require the Energy Unit, in collaboration with the Small Business Advocate, to identify the participation levels in those energy industry resources by businesses owned by women, minorities, disabled individuals, and veteran-owned businesses, as well as individuals from disadvantaged communities.</li> </ul>	
<a href="#">AB 1250</a> <a href="#">Friedman</a> D	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline	Would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that	

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Department of Transportation: low-carbon materials.	pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/21/2023)(May be acted upon Jan 2024)	discusses, among other things, the global warming potential, as defined, associated with certain materials currently used in state transportation projects, alternative and emerging materials with lower carbon emissions or net-negative carbon emissions, and strategies for using materials with lower carbon materials. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the department to report to the Legislature annually on the department’s progress in implementing the strategies described above.</li> </ul>	
<a href="#">AB 1333</a> <a href="#">Ward D</a> Residential real property: bundled sales.	1/18/2024-S. RLS. 1/18/2024-Read third time. Passed. Ordered to the Senate. (Ayes 48. Noes 1.) In Senate. Read first time. To Com. on RLS. for assignment.	Current law, until January 1, 2031, for purposes of the exercise of a power of sale, prohibits a trustee from bundling properties for the purpose of sale, instead requiring each property to be bid on separately, unless the deed of trust or mortgage provides otherwise. Current law also prohibits specified institutions that, during their immediately preceding annual reporting period, as established with their primary regulator, foreclosed on 175 or more residential real properties, containing no more than 4 dwelling units, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, at least 2 of which have been acquired through foreclosure under a mortgage or deed of trust. <ul style="list-style-type: none"> <li>• <b>This bill</b> would prohibit a developer of residential one to 4 dwelling units, inclusive, from conducting a sale of 2 or more parcels of real property containing one to 4 residential dwelling units, inclusive, in a single transaction to an institutional investor, as defined, if the occupancy permit was issued on or after January 1, 2025.</li> </ul>	
<a href="#">AB 1335</a> <a href="#">Zbur D</a> Local government: transportation planning and land use: sustainable communities strategy.	9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/12/2023)(May be acted upon Jan 2024)	Current law requires specified designated transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, as described. Current law requires the plan to include specified information, including a sustainable communities strategy prepared by each metropolitan planning organization, and requires each transportation planning agency to adopt and submit, every 4 years, an updated plan to the California Transportation	

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		<p>Commission and the Department of Transportation. Current law requires the sustainable communities strategy to include specified information, including an identification of areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and an identification of areas within the region sufficient to house an 8-year projection of the regional housing need for the region, as specified.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would additionally require each metropolitan planning organization to include in the sustainable communities strategy the total number of new housing units necessary to house all the population of the region over the course of the planning period of the regional transportation plan, as specified, and the total number of new housing units necessary to house the above-described 8-year projection, as specified.</li> </ul>	
<p><a href="#">AB 1348</a> <a href="#">Grayson D</a></p> <p>State government: Controller: claims audits.</p>	<p>9/1/2023-S. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/21/2023)(May be acted upon Jan 2024)</p>	<p>Existing law, the Government Claims Act, generally requires the presentation of all claims for money or damages against local public entities and the state. Existing law provides for the presentation of a claim for which appropriations have been made, or for which state funds are available, under that act to the Controller, in the form and manner prescribed by the general rules and regulations adopted by the Department of General Services. Existing law, with specified exceptions, prohibits the Controller from drawing a warrant for any claim until it has been audited in conformity with law and the general rules and regulations adopted by the Department of General Services governing the presentation and audit of claims.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize the Controller to conduct, unless prohibited by the provisions of a state ballot proposition passed by the electorate, financial and compliance audits as the Controller’s office deems as necessary for purposes of ensuring that any expenditures, regardless of the source or fund from which the warrants for claims are drawn, are expended in a manner consistent with the law and the voters’ intent.</li> <li>• <b>The bill</b> would also authorize the Controller to conduct any audits</li> </ul>	

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		<p>necessary to carry out their constitutional and statutory duties and responsibilities under the law.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require, if an audit is conducted as specified, the Controller to provide a report with specified information from these audits to the Legislature by June 30 following the completion of the audit and would require the Controller to allow all auditees in the report a reasonable period of time to review and comment on the section of the report relating to the auditee, as described.</li> <li>• <b>The bill</b> would make related legislative findings and declarations.</li> </ul>	
<p><a href="#">AB 1349</a> <a href="#">Irwin D</a></p> <p>Electric vehicle charging station networks: data fields.</p>	<p>7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., &amp; C. on 6/13/2023)(May be acted upon Jan 2024)</p>	<p>Current law requires the State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, as part of the development of the investment plan for the Clean Transportation Program, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure, except as specified.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require, on and after June 1, 2024, owners, operators, and infrastructure developers of electric vehicle charging stations, except for charging stations located at residential dwellings, as defined, for which those parties are awarded a state grant to support the electric vehicle charging stations, including related infrastructure, on or after January 1, 2024, to ensure that specified data fields for the owner’s or operator’s entire network of electric vehicle charging stations in California are made available, free of charge, to third-party software developers through an application programming interface, as specified.</li> <li>• <b>The bill</b> would authorize other owners, operators, and infrastructure developers of electric vehicle charging stations not located at residential dwellings to ensure that those data fields are available to third-party software developers under the same conditions.</li> </ul>	

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<a href="#">AB 1550</a> <a href="#">Bennett</a> D  Renewable hydrogen.	1/9/2024-A. THIRD READING 1/18/2024-Read third time and amended. Ordered to third reading.	Would require, on and after January 1, 2045, that all hydrogen produced or used in California for the generation of electricity or fueling of vehicles be renewable hydrogen of nonbiological origin, as defined, or renewable hydrogen of biological origin, as defined, in furtherance of the state’s policy to achieve net zero greenhouse gas emissions as soon as possible, but no later than 2045. • <b>The bill</b> would require the State Air Resources Board, in consultation with the Public Utilities Commission (PUC) and the State Energy Resources Conservation and Development Commission (Energy Commission), to develop interim targets to ensure the state achieves that requirement. Because a violation of a state board regulation implementing this requirement would be a crime, the bill would impose a state-mandated local program.	
<a href="#">AB 1567</a> <a href="#">Garcia</a> D  Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024.	6/14/2023-S. N.R. & W. 6/14/2023-Referred to Coms. on N.R. & W. and GOV. & F.	Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, Clean Energy, and Workforce Development Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,995,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, clean energy, and workforce development programs.	
<a href="#">AB 1870</a> <a href="#">Ortega</a> D  Notice to employees: legal services.	1/22/2024-A. PRINT 1/23/2024-From printer. May be heard in committee February 22.	Employers who are subject to the workers’ compensation system are generally required to keep posted in a conspicuous location frequented by employees and easily read by employees during the hours of the workday a notice that includes, among other information, to whom injuries should be reported, the rights of an employee to select and change a treating physician, and certain employee protections against discrimination. Current law requires the administrative director to make the form and content of this notice available to self-insured employers and insurers. • <b>This bill</b> would require the notice to include information concerning an	

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		<p>injured employee ability to consult licensed attorney to advise them of their rights under workers' compensations laws, as specified.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would also make technical, nonsubstantive changes to these provisions.</li> </ul>	
<p><a href="#">AB 1879</a> <a href="#">Gipson</a> D</p> <p>Electronic signatures.</p>	<p>1/22/2024-A. PRINT 1/23/2024-From printer. May be heard in committee February 22.</p>	<p>Current law authorizes, in any written communication with a public entity, the use of a digital signature, which is defined, in part, as a type of electronic signature, as defined. Under current law, a digital signature has the same force and effect as the use of a manual signature if it complies with specified requirements and the public entity elects to use a digital signature. Current law requires, at the option of the parties, the use or acceptance of a digital signature.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require, at the option of the parties, the use or acceptance of an electronic signature, unless otherwise provided. Under the bill, a digital signature would also have the same force and effect as the use of a manual signature if it complies with the above-referenced requirements and the public entity's use of a digital signature is mandated.</li> </ul>	
<p><a href="#">AB 1904</a> <a href="#">Ward</a> D</p> <p>Transit buses: yield right-of-way sign.</p>	<p>1/23/2024-A. PRINT 1/24/2024-From printer. May be heard in committee February 23.</p>	<p>Current law authorizes a transit bus in the Santa Cruz Metropolitan Transit District and the Santa Clara Valley Transportation Authority to be equipped with a yield right-of-way sign on the left rear of the bus if the applicable entity approves a resolution requesting that this section be made applicable to it. Current law requires the sign to be designed to warn a person operating a motor vehicle approaching the rear of the bus that the bus is entering traffic and be illuminated by a red flashing light when the bus is signaling in preparation for entering a traffic lane after having stopped to receive or discharge passengers.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would expand the authorization to equip transit buses, as described above, to apply to any transit agency if the transit agency approves a resolution that this authorization be made applicable to it.</li> </ul>	

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<a href="#">ACA 2</a> <a href="#">Alanis</a> R  Public resources: Water and Wildfire Resiliency Act of 2023.	4/20/2023-A. W.,P. & W. 4/20/2023-Referred to Coms. on W., P., & W. and NAT. RES.	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.	
<a href="#">ACA 3</a> <a href="#">Lee</a> D  Wealth tax: appropriation limits.	3/30/2023-A. REV. & TAX 3/30/2023-Referred to Com. on REV. & TAX.	Would authorize the Legislature to impose a tax upon all forms of personal property or wealth, whether tangible or intangible, and would require any tax so imposed to be administered and collected by the Franchise Tax Board and the Department of Justice, as determined by the Legislature in statute. The measure would authorize the Legislature to classify any form of personal property or wealth for differential taxation or for exemption by a majority vote.	
<a href="#">SB 5</a> <a href="#">Nguyen</a> R  Motor Vehicle Fuel Tax Law: limitation on adjustment.	1/18/2023-S. GOV. & F. 5/3/2023-May 3 set for first hearing. Failed passage in committee. (Ayes 2. Noes 2.) Reconsideration granted.	The Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. <ul style="list-style-type: none"> <li>• <b>This bill</b> would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023.</li> <li>• <b>This bill</b> contains other related provisions.</li> </ul>	
<a href="#">SB 7</a> <a href="#">Blakespear</a> D  Planning and zoning: annual report: housing for extremely low income households.	1/22/2024-S. THIRD READING 1/22/2024-Read second time and amended. Ordered to third reading.	The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. That law requires the planning agency of a city or county to provide by April 1 of each year an annual report to, among other entities, the Department of Housing and Community	

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		<p>Development. The law requires that the annual report include, among other specified information, the number of net new units of housing, including both rental housing and for-sale housing, that have been issued a completed entitlement, building permit, or certificate of occupancy, and the income category, by area median income, that each unit of housing satisfies, as specified.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would revise and recast these provisions to specify that the income category includes extremely low income households, as defined.</li> </ul>	
<p><a href="#">SB 15</a> <a href="#">Grove R</a></p> <p>Oil imports: air quality emissions data.</p>	<p>9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/12/2023)(May be acted upon Jan 2024)</p>	<p>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, and which of those countries have lower environmental standards for the production of oil than California.</p>	
<p><a href="#">SB 16</a> <a href="#">Smallwood-Cuevas D</a></p> <p>Civil rights: discrimination: enforcement.</p>	<p>9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/12/2023)(May be acted upon Jan 2024)</p>	<p>The Unruh Civil Rights Act generally prohibits business establishments from discriminating on specified bases. The California Fair Employment and Housing Act (act) prohibits discrimination in housing and employment on specified bases and provides procedures for enforcement by the Civil Rights Department. Current law specifies that while it is the intent of the Legislature that the 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, commencing on January 1, 2025, also specify that nothing in the 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, provided that the enforcement complies with regulations governing local enforcement of the act that the bill would require the Civil Rights Department to promulgate by ____.</li> </ul>	

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<a href="#">SB 30</a> <a href="#">Umberg</a> D  Transportation: zero-emission vehicle signage.	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be acted upon Jan 2024)	Would require the Department of Transportation, 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 and fueling station signage to be placed along state highways based on charger or fueling type and vehicle compatibility, in order to increase consumer confidence in locating electric vehicle chargers and hydrogen fueling stations. <ul style="list-style-type: none"> <li>• <b>The bill</b> would authorize the department to adopt rules and regulations for these purposes.</li> </ul>	
<a href="#">SB 32</a> <a href="#">Jones</a> R  Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	3/8/2023-S. E.Q. 4/19/2023-April 19 set for first hearing. Failed passage in committee. (Ayes 2. Noes 3.) Reconsideration granted.	The California Global Warming Solutions Act of 2006 requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the State Air Resources Board has adopted the Low Carbon Fuel Standard regulations. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. <ul style="list-style-type: none"> <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>	
<a href="#">SB 37</a> <a href="#">Caballero</a> D	1/22/2024-S. THIRD READING 1/22/2024-Read second time and	Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on	

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Older Adults and Adults with Disabilities Housing Stability Act.	amended. Ordered to third reading.	Homelessness and establishing the Homeless Emergency Aid program for the purpose of providing localities with one-time grant funds to address their immediate homelessness challenges, as specified. Current law commits to the Department of Housing and Community Development the administration of various housing assistance programs, including provisions relating to residential hotel rehabilitation and tasks the department, in consultation with each council of governments, with the determination of each region’s existing and projected housing need. <ul style="list-style-type: none"> <li>• <b>This bill</b> would, upon an appropriation by the Legislature for this express purpose, require the Department of Housing and Community Development, commencing January 1, 2025, to begin developing the Older Adults and Adults with Disabilities Housing Stability Pilot Program.</li> </ul>	
<a href="#">SB 56</a> <a href="#">Skinner D</a> University of California: transfer of real property.	1/22/2024-A. DESK 1/22/2024-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Current provisions of the California Constitution provide that the University of California constitutes a public trust and requires the university to be administered by the Regents of the University of California, a corporation in the form of a board, with full powers of organization and government, subject to legislative control only for specified purposes, including such competitive bidding procedures as may be applicable to the university by statute for the letting of construction contracts, sales of real property, and purchasing of materials, goods, and services. Current law requires the regents to give prescribed public notice to bidders of the sale of university real property situated in California that is estimated at more than \$1,000,000 in net value to the university. Current law requires the regents to accept in public a bid for the sale that offers the best combination of price, terms, and bidder’s qualifications to the university, or reject all bids or proposals. Current law exempts certain transactions from these publication and award procedures. <ul style="list-style-type: none"> <li>• <b>This bill</b> would additionally exempt from the publication and award procedures the transfer of specified real property in the City of Berkeley from the regents to the Berkeley Student Cooperative for the purpose of</li> </ul>	

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Bill ID/Topic	Location	Summary	Position
		maintaining affordable student housing for the students of the University of California.	
<a href="#">SB 84</a> <a href="#">Gonzalez</a> D  Air quality programs: funding.	6/1/2023-S. INACTIVE FILE 6/1/2023-Ordered to inactive file on request of Senator Gonzalez.	Current law creates the Enhanced Fleet Modernization Program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. Existing law requires the Bureau of Automotive Repair to administer the program and the State Air Resources Board to adopt the guidelines for the program. Current law requires the guidelines to ensure vehicle replacement or a mobility option be an option for all motor vehicle owners and may be in addition to compensation for vehicles retired. Current law creates the Enhanced Fleet Modernization Subaccount in the High Polluter Repair or Removal Account and makes available, upon appropriation, all moneys in the account to establish, implement, and administer the program. <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the guidelines to ensure each replacement vehicle in the program be either a plug-in hybrid or zero-emission vehicle unless the state board makes a specified determination in consultation with the State Energy Resources Conservation and Development Commission, as specified.</li> </ul>	
<a href="#">SB 225</a> <a href="#">Caballero</a> D  Community Anti-Displacement and Preservation Program: statewide contract.	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 6/26/2023)(May be acted upon Jan 2024)	Current law, upon appropriation, authorizes the Department of Housing and Community Development to make either or both loans and grants to rehabilitate, capitalize operating subsidy reserves for, and extend the long-term affordability of department-funded housing projects that have an affordability restriction that has expired, that have an affordability restriction with a remaining term of less than 10 years, or are otherwise at risk for conversion, as provided. <ul style="list-style-type: none"> <li>• <b>This bill</b> would establish the Community Anti-Displacement and Preservation Program for purposes of funding the acquisition and rehabilitation of unrestricted housing units, as defined, and attaching long-term affordability restrictions on the housing units, while safeguarding against the displacement of current residents.</li> </ul>	

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		<ul style="list-style-type: none"> <li>• <b>The bill</b> would require the department to issue a request for qualification to select a private sector entity or consortium to manage the program for a period of 5 years.</li> <li>• <b>The bill</b> would require the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department.</li> <li>• <b>The bill</b> would authorize the department to issue grants or loans from program funds to local public entities upon request for purposes of allowing the local public entity to use the moneys to issue loans to eligible borrowers within its jurisdiction in accordance with the bill's provisions and department regulations.</li> </ul>	
<p><a href="#">SB 233</a> <a href="#">Skinner</a> D</p> <p>Battery electric vehicles and electric vehicle supply equipment: bidirectional capability.</p>	<p>9/14/2023-A. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023)(May be acted upon Jan 2024)</p>	<p>Would require the Energy Commission, in consultation with the State Air Resources Board and the PUC, on or before June 30, 2024, to convene a stakeholder workgroup to examine challenges and opportunities associated with using a battery electric vehicle and bidirectional electric vehicle service equipment as a mobile battery to power a home or building or to provide electricity to the electrical grid, and require the Energy Commission, in consultation with the stakeholder workgroup, on or before January 1, 2026, to submit a report to the Governor and Legislature that includes, among other things, specified information related to the bidirectional capability of battery electric vehicles and electric vehicle service equipment, as specified.</p>	
<p><a href="#">SB 251</a> <a href="#">Newman</a> D</p> <p>Candidates' statements: false statements.</p>	<p>1/16/2024-A. DESK 1/16/2024-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</p>	<p>Current law permits a candidate for nonpartisan elective office, and an officer whose recall is being sought, to file with the elections official a candidate's statement that includes a brief description of the candidate's education and qualifications. Current law requires an elections official to include in the county voter information guide a candidate's statement from a candidate for nonpartisan elective office and from an officer whose recall is being sought. Current law prohibits a candidate for nonpartisan elective office, or an incumbent in a recall election, to knowingly make a false</p>	

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		statement of material fact in the candidate’s statement with the intent to mislead the voters in connection with the candidate’s campaign for nomination or election to an office. Violation of this prohibition is punishable by a fine not to exceed \$1,000. • <b>This bill</b> would increase the maximum fine amount to \$5,000.	
<a href="#">SB 252</a> <a href="#">Gonzalez</a> D  Public retirement systems: fossil fuels: divestment.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was P.E. & R. on 6/8/2023)(May be acted upon Jan 2024)	Would prohibit the boards of the Public Employees’ Retirement System and the State Teachers’ Retirement System from making new investments or renewing existing investments of public employee retirement funds in a fossil fuel company, as defined. • <b>The bill</b> would require the boards to liquidate investments in a fossil fuel company on or before July 1, 2031. • <b>The bill</b> would temporarily suspend the above-described liquidation provision upon a good faith determination by the board that certain conditions materially impact normal market mechanisms for pricing assets, as specified, and would make this suspension provision inoperative on January 1, 2035. • <b>The bill</b> would provide that it does not require a board to take any action unless the board determines in good faith that the action is consistent with the board’s fiduciary responsibilities established in the California Constitution.	
<a href="#">SB 295</a> <a href="#">Dodd</a> D  Vehicles: regulations on public property.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 5/26/2023)(May be acted upon Jan 2024)	Current law authorizes a public agency to adopt rules or regulations to restrict, or specify the conditions for, the use of bicycles, motorized bicycles, electric bicycles, skateboards, electrically motorized boards, and roller skates on public property under the jurisdiction of that agency, as specified. • <b>This bill</b> would additionally include certain transportation devices for the purposes of this provision, including, among other things, scooters, pocket bicycles, and golf carts, as specified.	
<a href="#">SB 301</a> <a href="#">Portantino</a> D	9/14/2023-A. 2 YEAR 9/14/2023-Failed Deadline	Would require the State Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project (ZCAP), upon appropriation by	

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Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.	pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2023)(May be acted upon Jan 2024)	<p>the Legislature in the annual Budget Act or other statute or, at the discretion of the state board, using moneys available from another clean transportation program, to provide an applicant who is a California resident with a rebate for an eligible vehicle that has been converted into a zero-emission vehicle. The rebate issued pursuant to the ZACP would be limited to one per vehicle and a value of up to \$4,000.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the state board to establish guidelines for the ZACP that, among other things, define qualifying conversion-types for used vehicles and establish minimum eligibility criteria for an applicant to be eligible for the rebate.</li> <li>• <b>The bill</b> would also require the state board’s guidelines to require that an eligible zero-emission vehicle have a range of at least 100 miles and have completed an inspection of safety systems and components by a licensee of the Bureau of Automotive Repair, as provided.</li> </ul>	
<p><a href="#">SB 393</a> <a href="#">Glazer D</a></p> <p>California Environmental Quality Act: judicial challenge: identification of contributors: housing development projects.</p>	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 5/26/2023)(May be acted upon Jan 2024)	<p>The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. The act authorizes specified entities to file and maintain with a court an action or proceeding to attack, review, set aside, void, or annul an act of a public agency on grounds of noncompliance with the requirements of the act.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would authorize a defendant, in an action brought pursuant to the act relating to a housing development project, to file a motion requesting the plaintiff or petitioner to identify every person or entity that contributes in excess of \$10,000, as specified, toward the plaintiff’s or petitioner’s costs of the action.</li> <li>• <b>The bill</b> would authorize the motion to be heard on shortened time at the court’s discretion.</li> <li>• <b>The bill</b> would authorize a plaintiff or petitioner to request the court’s</li> </ul>	

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		<p>permission to withhold the public disclosure of a person or entity who made a monetary contribution.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> also would require the plaintiff or petitioner to use reasonable efforts to identify the actual persons or entities that are the true source of the contributions, to include the exact total amount contributed, and to identify any pecuniary or business interest related to the housing development project of any person or entity that contributes in excess of \$10,000 to the costs of the action, as specified.</li> </ul>	
<p><a href="#">SB 422</a> <a href="#">Portantino</a> D</p> <p>California Environmental Quality Act: expedited environmental review: climate change regulations.</p>	<p>9/14/2023-A. 2 YEAR 9/14/2023-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2023)(May be acted upon Jan 2024)</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires specified public agencies, including air pollution control districts and air quality management districts, to perform, at the time of adoption of a rule or regulation requiring the installation of pollution control equipment or a performance standard or treatment requirement, an environmental analysis of the reasonably foreseeable methods of compliance.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would also require those specified public agencies, at the time of adoption of a rule or regulation requiring the reduction in emissions of greenhouse gases, criteria air pollutants, or toxic air contaminants, to perform an environmental analysis of the reasonably foreseeable methods of compliance.</li> </ul>	
<p><a href="#">SB 511</a> <a href="#">Blakespear</a> D</p>	<p>9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline</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</p>	

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Greenhouse gas emissions inventories.	pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be acted upon Jan 2024)	<p>the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the state board, before January 1, 2028, to develop, and publish on its internet website, a report on greenhouse gas emissions inventories for the calendar year 2025 for each city, county, or city and county that requests inclusion in the report, as provided.</li> <li>• <b>The bill</b> would require the state board, consistent with the preparation of the updates to the scoping plan and before January 1, 2033, and every 5 years thereafter, to update the inventories, for each city, county, or city and county that requests inclusion in the respective update, for the calendar year 2030 and every 5th year thereafter.</li> <li>• <b>The bill</b> would authorize the state board to solicit bids and enter into contracts for the development of the inventories.</li> <li>• <b>The bill</b> would require the state board, before January 1, 2026, to establish a local government advisory committee to inform its development of the greenhouse gas emissions inventories.</li> </ul>	
<p><a href="#">SB 532</a> <a href="#">Wiener</a> D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	7/5/2023-A. APPR. 8/23/2023-August 23 set for first hearing canceled at the request of author.	<p>Would, until December 31, 2028, require the Bay Area Toll Authority (BATA) to increase the toll rate for vehicles for crossing the state-owned toll bridges in the San Francisco Bay area by \$1.50, as adjusted for inflation.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the revenues collected from this toll to be deposited in the Bay Area Toll Account, would continuously appropriate moneys from this toll increase and other specified tolls, and would require moneys from this toll to be transferred to the Metropolitan Transportation Commission (MTC) for allocation to transit operators that provide service within the San Francisco Bay area and that are experiencing a financial shortfall, as specified.</li> <li>• <b>The bill</b> would direct MTC to require each transit operator eligible to receive an allocation from the account to, on an annual basis, submit a 5-year projection of its operating needs, as specified.</li> </ul>	

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<a href="#">SB 534</a> <a href="#">Padilla</a> D  Equitable Access to Job Opportunity Pilot Program.	9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 7/12/2023)(May be acted upon Jan 2024)	Would establish the Equitable Access to Job Opportunity Pilot Program, to be operative from January 1, 2025, to January 1, 2026, inclusive, to provide individuals without postsecondary education degrees from rural or low-income communities with financial aid for workforce development training and education to gain employment in key industries. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the California Workforce Development Board and the Office of Planning and Research to administer the pilot program, including identifying key industries and developing partnerships, pathways, and opportunities to ensure local development of those industries, as specified.</li> <li>• <b>The bill</b> would require the board and the office to work with local stakeholders, including local workforce development boards, in securing job opportunities and building pathways and partnerships, as specified.</li> <li>• <b>The bill</b> would require the board and the office, on or before January 1, 2027, to report to the Legislature on the effectiveness of the program, as specified.</li> <li>• <b>The bill</b> would make the bill’s provisions operative only upon appropriation by the Legislature.</li> <li>• <b>The bill</b> would repeal the bill’s provisions on January 1, 2028.</li> </ul>	
<a href="#">SB 537</a> <a href="#">Becker</a> D  Open meetings: multijurisdictional, cross-county agencies: teleconferences.	9/14/2023-A. INACTIVE FILE 9/14/2023-Ordered to inactive file on request of Assembly Member Bryan.	Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the	

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		<p>agency’s jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows “just cause,” including for a childcare or caregiving need of a relative that requires the member to participate remotely.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would expand the circumstances of “just cause” to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely.</li> <li>• <b>The bill</b> would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified.</li> <li>• <b>The bill</b> would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified.</li> <li>• <b>The bill</b> would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.</li> </ul>	
<p><a href="#">SB 547</a> <a href="#">Blakespear D</a></p> <p>District agricultural associations: real property: affordable housing.</p>	<p>7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was AGRI. on 6/15/2023)(May be acted upon Jan 2024)</p>	<p>Would, by April 30, 2024, require the 22nd District Agricultural Association to execute a legally binding lease of specified parcels of real property to the City of Del Mar for the purposes of constructing a residential development that provides at least 61 units that are affordable to lower income households.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would provide that the rent for a lease executed pursuant to these provisions be \$1 per year and would authorize the City of Del Mar to sublease the real property to a private entity for the purpose of developing and constructing the affordable housing units.</li> <li>• <b>The bill</b> would authorize the lease to include a requirement that a</li> </ul>	

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		<p>minimum percentage of the units constructed be reserved for employees of the 22nd District Agricultural Association, provided that no more than 10% are reserved for those employees.</p> <ul style="list-style-type: none"> <li>• <b>The bill</b> would provide that the lease not be subject to the approval of the Department of General Services. By requiring the City of Del Mar to execute a lease with the 22nd District Agricultural Association, the bill would impose a state-mandated local program.</li> </ul>	
<p><a href="#">SB 614</a> <a href="#">Blakespear</a> D</p> <p>Transportation Development Act.</p>	<p>2/15/2023-S. RLS. 2/22/2023-Referred to Com. on RLS.</p>	<p>The Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, provides for funding of local public transit systems throughout the state, as provided. The act makes legislative findings and declarations in that regard.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would make nonsubstantive changes to the legislative findings and declarations of the act.</li> </ul>	
<p><a href="#">SB 638</a> <a href="#">Eggman</a> D</p> <p>Climate Resiliency and Flood Protection Bond Act of 2024.</p>	<p>6/15/2023-A. W.,P. &amp; W. 7/6/2023-July 11 hearing postponed by committee.</p>	<p>Would enact the Climate Resiliency and Flood Protection Bond Act of 2024 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$6,000,000,000 pursuant to the State General Obligation Bond Law, for flood protection and climate resiliency projects.</p>	
<p><a href="#">SB 663</a> <a href="#">Archuleta</a> D</p> <p>California Renewables Portfolio Standard Program: renewable hydrogen.</p>	<p>6/2/2023-S. 2 YEAR 6/2/2023-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2023)(May be acted upon Jan 2024)</p>	<p>Current law establishes the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to implement annual procurement targets for the procurement of eligible renewable energy resources, which is defined as an electrical generating facility that meets the definition of “renewable electrical generation facility” subject to certain conditions, for all retail sellers, as defined, and requires local publicly owned electric utilities to adopt and implement a renewable energy resources procurement plan to achieve the targets and goals of the program.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would include a facility that uses renewable hydrogen, as defined, meeting certain requirements, including a requirement that sellers and purchasers of renewable hydrogen comply with a system for tracking</li> </ul>	

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		and verifying the use of renewable hydrogen, as a renewable electrical generation facility for purposes of the California Renewables Portfolio Standard Program.	
<a href="#">SB 672</a> <a href="#">McGuire</a> D  Residential property insurance.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was INS. on 6/26/2023)(May be acted upon Jan 2024)	Current law generally regulates classes of insurance, including residential property insurance. Current law prohibits a residential property insurance policy from being issued or renewed in this state unless it complies with certain requirements. <ul style="list-style-type: none"> <li>• <b>This bill</b> would prohibit an admitted insurer that offers residential property insurance from refusing to offer or sell residential property insurance to an applicant whose property meets specified best practices for wildfire building hardening and property-level mitigation.</li> </ul>	
<a href="#">SB 721</a> <a href="#">Becker</a> D  California Interagency AI Working Group.	7/14/2023-A. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last location was P. & C.P. on 6/1/2023)(May be acted upon Jan 2024)	Would, until January 1, 2030, create the California Interagency AI Working Group to deliver a report to the Legislature, as prescribed, regarding artificial intelligence. <ul style="list-style-type: none"> <li>• <b>The bill</b> would require the working group members to be Californians with expertise in at least 2 of certain areas, including computer science, artificial intelligence, and data privacy.</li> <li>• <b>The bill</b> would require the report to the Legislature to include, among other things, a recommendation of a definition of artificial intelligence as it pertains to its use in technology for use in legislation.</li> </ul>	
<a href="#">SB 724</a> <a href="#">Glazer</a> D  Political Reform Act of 1974: communications.	8/28/2023-A. APPR. 9/1/2023-September 1 hearing postponed by committee.	The Political Reform Act of 1974, among other things, requires the disclosure of certain payments of or promises to pay \$50,000 or more for a communication that clearly identifies a candidate for elective state office, but does not expressly advocate the election or defeat of the candidate, and that is disseminated, broadcast, or otherwise published within 45 days of an election, as specified. The Act also requires disclosure by any person who receives or is promised a payment totaling \$5,000 or more for the purpose of making such a communication, unless the person who receives the payment is in the business of providing goods or services and receives or is promised the payment for the purpose of providing those goods or	

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Bill ID/Topic	Location	Summary	Position
		<p>services.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would also require the disclosure of any payment of or promise to pay \$25,000 or more for a communication that clearly identifies an elected state officer, and educates the public about the previous votes cast by the elected state officer or about the source of campaign donations received by the elected state officer, and that is disseminated, broadcast, or otherwise published within 150 days of an election, as specified.</li> </ul>	
<p><a href="#">SB 768</a> <a href="#">Caballero D</a></p> <p>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.</p>	<p>1/22/2024-S. THIRD READING 1/22/2024-Read second time. Ordered to third reading.</p>	<p>The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Current law creates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards, to conduct research into the causes of and solution to air pollution, and to systematically attack the serious problem caused by motor vehicles, which is the major source of air pollution in many areas of the state. Existing law authorizes the state board to do those acts as may be necessary for the proper execution of the powers and duties granted to, and imposed upon, the state board.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the state board, by January 1, 2026, to conduct and submit to the Legislature a study on how vehicle miles traveled is used as a metric for measuring transportation impacts pursuant to CEQA, as specified.</li> </ul>	

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<p><a href="#">SB 795</a> <a href="#">Stern</a> D</p> <p>Energy: building energy efficiency: heating, ventilation, and air-conditioning equipment sale registry and compliance tracking system: electronic statewide compliance documentation data repository.</p>	<p>9/1/2023-A. 2 YEAR 9/1/2023-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/23/2023)(May be acted upon Jan 2024)</p>	<p>Current law requires the State Energy Resources Conservation and Development Commission to prescribe, by regulation, building design and construction standards and energy and water conservation design standards for new residential and nonresidential buildings. Current law requires the commission to prescribe, by regulation, standards for minimum levels of operating efficiency to promote the use of energy-efficient and water-efficient appliances whose use requires a significant amount of energy or water on a statewide basis. Current law requires the commission to approve a plan that will promote compliance with specified regulations in the installation of central air-conditioning and heat pumps and authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air-conditioning and heat pumps, and associated sales and installations, consistent with that plan.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would require the commission to develop and implement an electronic statewide heating, ventilation, and air-conditioning (HVAC) equipment sales registry and compliance tracking system to allow the Contractors State License Board and other responsible enforcement agencies to cross-check the purchase of HVAC equipment with the submittal of permit compliance verification documents in order to identify contractors and other installers that fail to comply with the law.</li> </ul>	
<p><a href="#">SB 827</a> <a href="#">Glazer</a> D</p> <p>San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.</p>	<p>1/16/2024-S. THIRD READING 1/16/2024-Read second time. Ordered to third reading.</p>	<p>Current law establishes the independent Office of the San Francisco Bay Area Rapid Transit District (BART) Inspector General within BART and specifies the duties and responsibilities of the BART Inspector General including, among others, conducting, supervising, and coordinating audits and investigations relating to the district's programs and operations.</p> <ul style="list-style-type: none"> <li>• <b>This bill</b> would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program.</li> <li>• <b>The bill</b> would provide the office with access and authority to examine all records, files, documents, accounts, reports, correspondence, or other property of the district and external entities that perform work for the</li> </ul>	

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		district. • <b>The bill</b> would provide that all books, papers, records, and correspondence of the office are public records subject to the California Public Records Act, but would prohibit the BART Inspector General from releasing certain types of records to the public, except under certain circumstances.	
<a href="#">SB 867</a> <a href="#">Allen D</a>  Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024.	6/20/2023-A. NAT. RES. 7/6/2023-July 10 hearing postponed by committee.	Would enact the Drought, Flood, and Water Resilience, Wildfire and Forest Resilience, Coastal Resilience, Extreme Heat Mitigation, Biodiversity and Nature-Based Climate Solutions, Climate Smart Agriculture, Park Creation and Outdoor Access, and Clean Energy Bond Act of 2024, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$15,500,000,000 pursuant to the State General Obligation Bond Law to finance projects for drought, flood, and water resilience, wildfire and forest resilience, coastal resilience, extreme heat mitigation, biodiversity and nature-based climate solutions, climate smart agriculture, park creation and outdoor access, and clean energy programs.	

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**FEDERAL LEGISLATION**

BILL/AUTHOR	DESCRIPTION	STATUS
<b>HR 7039 Rep. Hank Johnson (D- GA)</b>	<b>STRONGER COMMUNITIES THROUGH BETTER TRANSIT ACT</b> - establishes a program to provide grants to eligible recipients for eligible operating support costs of public transportation, and for other purposes.	01/18/2024 - Referred to the House Committee on Transportation and Infrastructure
<b>H.R. 2848 Rep. Ayanna Pressley (D - MA)</b>	<b>FREEDOM TO MOVE ACT</b>  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.	4/25/23 – Re-introduced in the House  4/15/21 – Re-introduced in the House and Senate

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		8/27/20 - Board adopts a support position
<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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<p><b>HR 4346</b></p>	<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>	<p>08/09/2022 - Became Public Law No: 117-167</p>

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<p><b>HR 5376</b> <b>Rep. John Yarmuth (D-KY)</b></p>	<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>	<p>11/19/21 – Passed the House  Awaits action in the Senate</p>
<p><b>S. 1931</b> <b>Sen. Tom Carper (D- DE)</b></p>	<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>	<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 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</p>

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<p><b>H.R. 5228 / S. 2726</b></p> <p><b>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and Senator Jon Ossoff (D-GA)</b></p>	<p 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>
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<p><b>H. R. 3684</b></p> <p><b>Rep. Peter DeFazio (D-OR)</b></p>	<p align="center"><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”.</p> <p>11/15/21 – Reauthorization legislation signed into law</p>
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		6/25/20 - Board adopts a Support position
<b>H.R. 4550</b>  <b>Rep. David Price</b> <b>(D – NC)</b>	<b>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</b>  This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.	03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022

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