

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

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position
AB 6 Friedman D Transportation planning: regional transportation plans: Solutions for Congested Corridors Program: reduction of greenhouse gas emissions.	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)	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. <ul style="list-style-type: none"> • This bill 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. 	
AB 7 Friedman D Transportation: planning: project selection processes.	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)	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.	
AB 45 Boerner D Coastal resources: coastal development permits: blue carbon demonstration projects.	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)	The California Coastal Act of 1976, among other things, requires anyone wishing to perform or undertake any development in the coastal zone, except as specified, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a coastal development permit from the California Coastal Commission, as provided. <ul style="list-style-type: none"> • This bill 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. 	

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AB 67 Muratsuchi 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"> • The bill 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 housing needs. • The bill 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. 	
AB 86 Jones-Sawyer D Homelessness: Statewide Homelessness Coordinator.	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 Governor to appoint a Statewide Homelessness Coordinator, within the Governor’s Office, to serve as the lead person for ending homelessness in California. <ul style="list-style-type: none"> • The bill 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. • The bill would authorize the coordinator to adjust state goals to the extent allowed by state law. 	

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AB 99 Connolly D Department of Transportation: state roads and highways: integrated pest management.	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 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. <ul style="list-style-type: none"> • The bill 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. • The bill would require the Department of Transportation, when operating in a city or a county that has adopted an integrated pest management policy 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. • The bill 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. 	
AB 101 Ting D Budget Act of 2023.	8/14/2023-S. BUDGET & F.R. 8/14/2023-Re-referred to Com. on B. & F.R.	<ul style="list-style-type: none"> • This bill would make appropriations for the support of state government for the 2023–24 fiscal year. • This bill contains other related provisions. 	
AB 270 Lee D	7/14/2023-S. 2 YEAR 7/14/2023-Failed Deadline pursuant to Rule 61(a)(10). (Last	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.	

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Political Reform Act of 1974: public campaign financing.	location was E. & C.A. on 6/14/2023)(May be acted upon Jan 2024)	<ul style="list-style-type: none"> • This bill 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. • The bill 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. 	
AB 295 Fong, Vince 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. <ul style="list-style-type: none"> • The bill 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. • The bill would require the Division of Maintenance to begin the maintenance project within 90 days of being notified. 	
AB 377 Muratsuchi D Career technical education: California Career Technical Education Incentive Grant Program: Strong Workforce 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 8/21/2023)(May be acted upon Jan 2024)	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 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"> • This bill instead would provide, for the 2024–25 fiscal year, and each 	

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		fiscal year thereafter, that \$450,000,000 shall be made available to the department upon appropriation by the Legislature, for the program.	
AB 382 Cervantes D 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.	
AB 593 Haney 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"> • The bill would require the commission, in developing the strategy, to consult and collaborate with certain entities, to hold at least 2 public 	

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		workshops, and to convene stakeholder sessions. • The bill would require the commission, on or before September 31, 2024, to submit the adopted strategy to the relevant policy committees of the Legislature.	
AB 637 Jackson 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. • This bill 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 days in a calendar year to be deemed ownership of one zero-emission vehicle for purposes of meeting that obligation.	
AB 761 Friedman D 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	

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		<p>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.</p> <ul style="list-style-type: none"> • This bill, 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. • This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects. 	
<p>AB 817 Pacheco D</p> <p>Open meetings: teleconferencing: subsidiary body.</p>	<p>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.</p>	<p>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)</p>	<p>Support</p>

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		<p>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).</p> <ul style="list-style-type: none"> • This bill, 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. 	
<p>AB 1011 Weber D</p> <p>Social care: data privacy.</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>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.</p> <ul style="list-style-type: none"> • This bill 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. • The bill would further prohibit a participating entity from using social care information stored in, or transmitted through, a CLRS for any purpose 	

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		or purposes other than the social care purpose or purposes for which that social care information was collected or generated, except as specified.	
AB 1168 Bennett 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. <ul style="list-style-type: none"> • This bill 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. 	
AB 1198 Grayson 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"> • This bill 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 	

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		<p>workers in the transition to a net-zero-powered economy.</p> <ul style="list-style-type: none"> • The bill 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. • The bill 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. 	
<p>AB 1250 Friedman D</p> <p>Department of Transportation: low-carbon materials.</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>Would require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature that 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.</p> <ul style="list-style-type: none"> • The bill would require the department to report to the Legislature annually on the department’s progress in implementing the strategies described above. 	
<p>AB 1333 Ward D</p> <p>Residential real property: bundled sales.</p>	<p>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.</p>	<p>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.</p>	

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		<ul style="list-style-type: none"> • This bill 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. 	
<p>AB 1335 Zbur D</p> <p>Local government: transportation planning and land use: sustainable communities strategy.</p>	<p>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)</p>	<p>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 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"> • This bill 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. 	
<p>AB 1348 Grayson D</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</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</p>	

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	8/21/2023)(May be acted upon Jan 2024)	<p>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"> • This bill 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. • The bill would also authorize the Controller to conduct any audits necessary to carry out their constitutional and statutory duties and responsibilities under the law. • The bill 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. • The bill would make related legislative findings and declarations. 	
<p>AB 1349 Irwin D</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., & 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>	

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		<ul style="list-style-type: none"> • This bill 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. • The bill 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. 	
AB 1567 Garcia 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.	
AB 1774 Dixon R Vehicles: electric bicycles.	1/16/2024-A. TRANS. 1/16/2024-Referred to Com. on TRANS.	Current law defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts, and requires electric bicycles to comply with specified equipment and manufacturing requirements. Current law prohibits a person from tampering with or modifying an electric bicycle so as to change the speed capability of the bicycle, unless they appropriately replace the label indicating the classification required, as specified. A violation of the Vehicle Code is a crime. • This bill would clarify that the exception to this prohibition only applies	

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		<p>if the bicycle continues to meet the definition of an electric bicycle.</p> <ul style="list-style-type: none"> • This bill would prohibit a person from selling a product or device that can modify the speed capability of an electric bicycle such that it no longer meets the definition of an electric bicycle. 	
<p>AB 1777 Ting D</p> <p>Autonomous vehicles.</p>	<p>1/3/2024-A. PRINT 1/4/2024-From printer. May be heard in committee February 3.</p>	<p>Would express the intent of the Legislature to enact legislation regarding autonomous vehicles, as specified.</p>	
<p>AB 1778 Connolly D</p> <p>Vehicles: electric bicycles.</p>	<p>1/16/2024-A. TRANS. 1/16/2024-Referred to Com. on TRANS.</p>	<p>Under current law, a “class 2 electric bicycle” is a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour. Under current law, a “class 3 electric bicycle” is a bicycle equipped with a speedometer and a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour. Current law prohibits a person under 16 years of age from operating a class 3 electric bicycle. Existing law requires a person operating, or riding upon, a class 3 electric bicycle to wear a helmet, as specified.</p> <ul style="list-style-type: none"> • This bill would additionally prohibit a person under 16 years of age from operating a class 2 electric bicycle. • The bill would require a person operating, or riding upon, a class 2 electric bicycle to wear a helmet, as specified. • The bill would clarify that an electric bicycle can only be placed in a certain class if it ceases to provide assistance when the bicycle reaches a max speed regardless of the mode. 	
<p>AB 1785 Pacheco D</p> <p>California Public Records Act.</p>	<p>1/16/2024-A. JUD. 1/16/2024-Referred to Com. on JUD.</p>	<p>The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. The act prohibits a state or local agency from posting the home address or telephone number of any elected or appointed official on the internet without first obtaining the written permission of that</p>	

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		individual. • This bill would define “home address,” for purposes of the above provision, to include an assessor’s parcel number, which may be converted to a physical address through reference to other information made available online by the state or local agency.	
AB 1786 Rodriguez D Public safety: vehicles.	1/3/2024-A. PRINT 1/4/2024-From printer. May be heard in committee February 3.	Current law authorizes the director of the Department of Motor Vehicles to adopt and enforce rules and regulations necessary to administer the provisions implemented by the department. • This bill would state the intent of the Legislature to enact legislation to govern the interaction between first responders and autonomous vehicles.	
AB 1812 Gabriel D Budget Act of 2024.	1/16/2024-A. BUDGET 1/16/2024-Referred to Com. on BUDGET.	Would make appropriations for the support of state government for the 2024–25 fiscal year.	
AB 1820 Schiavo D Housing development projects: applications: fees and exactions.	1/29/2024-A. H. & C.D. 2/21/2024-Re-referred to Com. on H. & C.D.	Current law requires a housing development project be subject only to the ordinances, policies, and standards adopted and in effect when the preliminary application was submitted. • This bill would authorize a development proponent that submits a preliminary application for a housing development project to request a preliminary fee and exaction estimate, as defined, and would require the local agency to provide the estimate within 10 business days of the submission of the preliminary application.	
AB 1835 Muratsuchi D Local educational agencies: housing development projects: allowable use: California Environmental Quality Act.	1/29/2024-A. H. & C.D. 1/29/2024-Referred to Coms. on H. & C.D. and L. GOV.	The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law deems a housing development project located on any real property owned by a local educational agency an allowable use if the project meets specified criteria, including, among other things, that the development consists of at least 10	

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		<p>housing units and all of the units are rented by local educational agency employees, local public employees, and general members of the public pursuant to specified procedures.</p> <ul style="list-style-type: none"> • This bill would define “allowable use” for purposes of the above-described provisions regarding housing development projects located on real property owned by a local educational agency to mean that the local agency’s review of the housing development project may not require a conditional use permit, planned unit development permit, or other discretionary local government review or approval that would constitute a “project” for purposes of the California Environmental Quality Act (CEQA). 	
<p>AB 1855 Arambula D</p> <p>Open meetings: teleconferences: community college student body associations.</p>	<p>1/29/2024-A. L. GOV. 1/29/2024-Referred to Coms. on L. GOV. and HIGHER ED.</p>	<p>The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body, as defined, of a local agency be open and public and that all persons be permitted to attend and participate. 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. Current 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, except as specified.</p> <ul style="list-style-type: none"> • This bill would authorize a California Community College student body association to use similar alternate teleconferencing provisions related to notice, agenda, and public participation, as prescribed, if, among other requirements, the board of trustees of the community college district has adopted an authorizing resolution and 2/3 of an eligible legislative body votes to use the alternate teleconferencing provisions, as specified. 	

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AB 1868 Friedman D Property taxation: assessments: affordable housing.	1/29/2024-A. REV. & TAX 1/29/2024-Referred to Com. on REV. & TAX.	Current law requires the county assessor to consider, when valuing real property for property taxation purposes, the effect of any enforceable restrictions to which the use of the land may be subjected. Under current law, these restrictions include, among other enumerated items, a recorded contract with a nonprofit corporation that meets prescribed requirements, including requirements that the nonprofit corporation has received a welfare exemption for properties intended to be sold to low-income families who participate in a special no-interest loan program, and that the contract includes a restriction on the use of the land for at least 30 years to owner-occupied housing available at affordable housing cost. • This bill would, for purposes of valuing property by the county assessor, establish a rebuttable presumption that, at the time of purchase, the value of real property subject to a recorded contract that meets the above-described requirements is no greater than the sum of the value of the first mortgage and any applicable down payment.	
AB 1869 McKinnor D Outdoor advertising displays: City of Hawthorne.	1/29/2024-A. G.O. 1/29/2024-Referred to Com. on G.O.	The Outdoor Advertising Act provides for the regulation by the Department of Transportation of an advertising display, as defined, within view of public highways. The act regulates, as an “off-premises advertising display,” a display along a highway that generally advertises business conducted or services rendered or goods produced or sold at a location other than the property where the display is located. The act does not apply to “on-premises advertising displays,” which generally advertise business conducted or services rendered or goods produced or sold at the location where the display is located and which are separately regulated. • This bill would subject digital displays owned by the City of Hawthorne that would otherwise be regulated as off-premises advertising displays to treatment as on-premises advertising displays, if certain requirements are met.	

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AB 1870 Ortega D Notice to employees: legal services.	2/5/2024-A. INS. 2/5/2024-Referred to Com. on INS.	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. <ul style="list-style-type: none"> • This bill would require the notice to include information concerning an injured employee ability to consult licensed attorney to advise them of their rights under workers’ compensations laws, as specified. • The bill would also make technical, nonsubstantive changes to these provisions. 	
AB 1879 Gipson D Electronic signatures.	2/12/2024-A. JUD. 2/12/2024-Referred to Coms. on JUD. and REV. & TAX.	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. <ul style="list-style-type: none"> • This bill 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. 	
AB 1882 Villapudua D Vehicles: fee exceptions.	2/5/2024-A. M. & V.A. 2/15/2024-Re-referred to Com. on M. & V.A.	Current law defines “disabled veteran” for purposes of the Vehicle Code as, among other things, a person who, as a result of injury or disease suffered while on active service with the Armed Forces of the United States, has a disability that has been rated at 100% by the Department of Veterans Affairs. Existing law also defines a “disabled veteran” as a	

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		veteran who is unable to move without the aid of an assistant device. • This bill would instead define a disabled veteran as a veteran who cannot walk without the use of an assistant device.	
AB 1890 Patterson, Joe R Public works: prevailing wage.	2/5/2024-A. L. & E. 2/5/2024-Referred to Com. on L. & E.	Current law defines the term “public works” for the purposes of requirements regarding the payment of prevailing wages, the regulation of working hours, and the securing of workers’ compensation for public works projects. Current law requires an entity awarding a public works contract, as specified, to provide notice to the Department of Industrial Relations. Current law requires civil penalties to be imposed on an entity that fails to provide that required notice and authorizes the Labor Commissioner to issue a citation for civil penalties to an entity that fails to provide the required notice. • This bill would additionally require the awarding body to provide notice to the department if there is a change in the identity of a contractor or subcontractor performing the project or, within 30 days, if the total amount of the contract change exceeds \$10,000.	
AB 1894 Ta R Nonvehicular air pollution: civil penalties.	2/12/2024-A. NAT. RES. 2/12/2024-Referred to Coms. on NAT. RES. and JUD.	Current law establishes the State Air Resources Board as the state agency with primary jurisdiction over the regulation of air pollution. Existing law generally designates air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law subjects violators of specified air pollution laws or any rule, regulation, permit, or order of a district or of the state board to specified civil penalties. • This bill would require a district to provide a person with a period of not less than 30 days to rectify a violation before the person may be subject to those civil penalties.	
AB 1904 Ward D	2/5/2024-A. TRANS. 2/5/2024-Referred to Com. on TRANS.	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	

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Transit buses: yield right-of-way sign.		<p>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"> • This bill 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. 	
<p>AB 1921 Papan D</p> <p>Energy: renewable electrical generation facilities: linear generators.</p>	<p>2/5/2024-A. U. & E. 2/5/2024-Referred to Coms. on U. & E. and NAT. RES.</p>	<p>Current law defines renewable electrical generation facility as a facility that uses biomass, solar thermal, photovoltaic, wind, geothermal, fuel cells using renewable fuels, small hydroelectric generation of 30 megawatts or less, digester gas, municipal solid waste conversion, landfill gas, ocean wave, ocean thermal, or tidal current, and that meets other specified requirements. Current law incorporates that definition into various programs, including the California Renewables Portfolio Standard Program, which requires the Public Utilities Commission to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from electrical generating facilities that meet the definition of “renewable electrical generation facility,” and the net energy metering program, for which residential customers, small commercial customers, and commercial, industrial, or agricultural customers of an electric utility, who use a renewable electrical generation facility are eligible to participate, as specified.</p> <ul style="list-style-type: none"> • This bill would expand the definition of “renewable electrical generation facility” to include a facility that uses linear generators, as defined, using renewable fuels and meets those other specified requirements. 	

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AB 1922 Davies R California Conservation Corps: Green Collar Certification Program.	2/5/2024-A. NAT. RES. 2/5/2024-Referred to Com. on NAT. RES.	Current law establishes the California Conservation Corps and requires young adults participating in the corps program to be generally engaged in projects that, among other things, directly contribute to the conservation of energy. <ul style="list-style-type: none"> • This bill would instead require young adults participating in the corps program to be generally engaged in projects that, among other things, directly contribute to and promote the conservation of clean energy, enhance climate resilience, and develop sustainable climate infrastructure. 	
AB 1923 Davies R Green Assistance Program.	2/5/2024-A. NAT. RES. 2/5/2024-Referred to Com. on NAT. RES.	Would establish the Green Assistance Program within the California Environmental Protection Agency to, among other things, assist small businesses and small nonprofit organizations in applying for moneys from the Greenhouse Gas Reduction Fund. <ul style="list-style-type: none"> • The bill would authorize the Secretary for Environmental Protection to apply for and accept grants or contributions of funds from any public or private source for the program. 	
AB 1928 Sanchez R Worker classification: employees and independent contractors.	2/12/2024-A. L. & E. 2/12/2024-Referred to Coms. on L. & E. and JUD.	Current law, as established in the case of Dynamex Operations W. v. Superior Court (2018) 4 Cal.5th 903 (Dynamex), creates a presumption that a worker who performs services for a hirer is an employee for purposes of claims for wages and benefits arising under wage orders issued by the Industrial Welfare Commission. Current law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for those purposes. <ul style="list-style-type: none"> • This bill would repeal the above-described provisions that codify the ABC test. • The bill would declare that its purpose is to suspend and nullify the California Supreme Court’s decision in Dynamex and provide that this decision does not apply for purposes of California law. 	
AB 1932 Ward D	2/5/2024-A. H. & C.D. 2/5/2024-Referred to Com. on H. & C.D.	Current law establishes the California Statewide Housing Plan, developed in cooperation with the private housing industry, regional and local housing and planning agencies, and other agencies of the state, to serve as	

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California Statewide Housing Plan.		<p>a state housing plan. Current law requires the plan to incorporate specified segments, including a review of housing assistance policies, goals, and objectives affecting the homeless.</p> <ul style="list-style-type: none"> • This bill would recast that provision to require the plan to incorporate, in consultation with the Interagency Council on Homelessness and utilizing data from the Homeless Data Integration system, a review of housing assistance, policies, goals, and objectives affecting people experiencing homelessness. 	
<p>AB 1941 Quirk-Silva D</p> <p>Local public employee organizations.</p>	<p>2/12/2024-A. P.E. & R. 2/12/2024-Referred to Com. on P.E. & R.</p>	<p>Current law gives public employees the right to refuse to join or participate in the activities of employee organizations, and provides that employees who are members of a bona fide religion, body, or sect that has historically held conscientious objections to joining or financially supporting public employee organizations are not required to join or financially support a public employee organization as a condition of employment, as specified. Current law authorizes a recognized employee organization to charge an employee covered by the Firefighters Procedural Bill of Rights Act for the reasonable cost of representation when the employee holds a conscientious objection, as described above, or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization. Current law applies this authorization only to proceedings for which the recognized employee organization does not exclusively control the process.</p> <ul style="list-style-type: none"> • This bill would additionally authorize a recognized employee organization to charge an employee covered by the Public Safety Officers Procedural Bill of Rights Act for the reasonable cost of representation when the employee holds a conscientious objection or declines membership in the organization and requests individual representation in a discipline, grievance, arbitration, or administrative hearing from the organization. • The bill would apply this authorization only to proceedings for which the 	

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		recognized employee organization does not exclusively control the process.	
AB 1948 Rendon D Homeless multidisciplinary personnel teams.	2/12/2024-A. HUM. S. 2/12/2024-Referred to Com. on HUM. S.	Current law, until January 1, 2025, authorizes the Counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Clara, and Ventura to expand the goals of the homeless adult and family multidisciplinary personnel team to include facilitating the expedited identification, assessment, and linkage of individuals at risk of homelessness, as defined, to housing and supportive services, and the expedited prevention of homelessness. <ul style="list-style-type: none"> • This bill would delete the January 1, 2025, repeal of these provisions, thereby making the provisions operative indefinitely. • This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego, Santa Clara, and Ventura. 	
AB 1949 Wicks D California Consumer Privacy Act of 2020: collection of personal information of a consumer less than 18 years of age.	2/12/2024-A. P. & C.P. 2/12/2024-Referred to Com. on P. & C.P.	The California Consumer Privacy Act of 2020 (CCPA) requires a consumer, as defined, to have various rights with respect to personal information, as defined, that is collected or sold by a business, as defined, including the right to direct a business that sells or shares personal information about a consumer to third parties to not sell or share the consumer’s personal information. The act prohibits a business from selling or sharing the personal information of a consumer if the business has actual knowledge that the consumer is less than 16 years of age, unless the consumer, or the consumer’s parent or guardian, as applicable, has affirmatively authorized the sale or sharing of the consumer’s personal information. <ul style="list-style-type: none"> • This bill would remove the condition that the business have actual knowledge that the consumer is less than 16 years of age and would revise the above-described prohibition to prohibit a business from selling or sharing the personal information of a consumer less than 18 years of age, unless the consumer, or the consumer’s parent or guardian, as applicable, 	

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		has affirmatively authorized the sale or sharing of the consumer’s personal information.	
AB 1953 Villapudua D Vehicles: weight limits.	2/12/2024-A. TRANS. 2/12/2024-Referred to Com. on TRANS.	Current state and federal laws set specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. Current federal law prohibits the maximum gross vehicle weight of a vehicle operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power from exceeding 82,000 pounds. Current state law, to the extent expressly authorized by federal law, authorizes a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed the weight limits on the power unit by up to 2,000 pounds. <ul style="list-style-type: none"> • This bill would clarify that the maximum gross vehicle weight for a near-zero-emission vehicle or a zero-emission vehicle is 82,000 pounds. 	
AB 1957 Wilson D Public contracts: best value construction contracting for counties.	2/12/2024-A. L. GOV. 2/12/2024-Referred to Com. on L. GOV.	Current law establishes a pilot program to allow the Counties of Alameda, Los Angeles, Monterey, Riverside, San Bernardino, San Diego, San Mateo, Santa Clara, Solano, and Yuba to select a bidder on the basis of best value, as defined, for construction projects in excess of \$1,000,000. Current law also authorizes these counties to use a best value construction contracting method to award individual annual contracts, not to exceed \$3,000,000, for repair, remodeling, or other repetitive work to be done according to unit prices, as specified. Current law establishes procedures and criteria for the selection of a best value contractor and requires that bidders verify specified information under oath. Current law requires the board of supervisors of a participating county to submit a report that contains specified information about the projects awarded using the best value procedures described above to the appropriate policy committees of the Legislature and the Joint Legislative Budget Committee before March 1, 2024. Current law repeals the pilot program provisions on January 1, 2025. <ul style="list-style-type: none"> • This bill would instead authorize any county of the state to utilize this 	

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		program and would remove the January 1, 2025, sunset date, thereby extending the operation of those provisions indefinitely.	
AB 1958 Berman D Santa Clara Valley Transportation Authority: board of directors.	2/12/2024-A. L. GOV. 2/12/2024-Referred to Com. on L. GOV.	Current law vests the government of the Santa Clara Valley Transportation Authority (VTA) in a 12-member board of directors, appointed by the County of Santa Clara and the cities within the county, as specified. Current law requires, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation issues. <ul style="list-style-type: none"> • This bill would require, to the extent possible, the county and cities to appoint individuals to the board of directors who have expertise, experience, or knowledge relative to transportation or project management issues. 	
AB 1976 Haney D Occupational safety and health standards: first aid kits: naloxone hydrochloride.	2/12/2024-A. L. & E. 2/12/2024-Referred to Com. on L. & E.	The California Occupational Safety and Health Act of 1973 (OSHA) requires employers to comply with certain safety and health standards, as specified, and charges the division with enforcement of the act. Current law requires the Division of Occupational Safety and Health, before December 1, 2025, to submit to the Occupational Safety and Health Standards Board a rulemaking proposal to consider revising certain standards relating to the prevention of heat illness, protection from wildfire smoke, and toilet facilities on construction jobsites. Current law also requires the standards board to review the proposed changes and consider adopting revised standards on or before December 31, 2025. <ul style="list-style-type: none"> • This bill would require the standards board, before December 1, 2026, to draft a rulemaking proposal to revise a regulation on first aid materials to require all first aid kits in a workplace to include nasal spray naloxone hydrochloride. • The bill would require the standards board to adopt revised standards for the standards described above on or before December 31, 2026. 	

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AB 1978 Fong, Vince R Vehicles: speed contests.	2/20/2024-A. PUB. S. 2/20/2024-Referred to Coms. on PUB. S. and TRANS.	Would authorize a peace officer to not take a person into custody for violations of aiding or abetting a motor vehicle speed contest or exhibition of speed or for obstructing or placing a barricade or obstruction upon a highway or in an offstreet parking facility for the purpose of a motor vehicle speed contest or exhibition of speed, as specified, if the peace officer causes the removal and seizure of the vehicle used to commit that offense.	
AB 1980 Grayson D State highway operation and protection program: asset management plan.	1/30/2024-A. PRINT 1/31/2024-From printer. May be heard in committee March 1.	Current law vests the Department of Transportation with full possession and control of the state highway system and requires the department to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Current law requires the department, in consultation with the California Transportation Commission, to prepare an asset management plan to guide selection of projects for the program. • This bill would make a nonsubstantive change to the latter provision.	
AB 1984 Weber D Pupil health: extreme heat.	1/30/2024-A. PRINT 1/31/2024-From printer. May be heard in committee March 1.	Would state the intent of the Legislature to enact future legislation that would require school districts, county offices of education, and charter schools to develop and adopt guidelines to be followed during extreme heat to prevent heat-related illnesses.	
AB 1987 Bennett D Local government.	1/30/2024-A. PRINT 1/31/2024-From printer. May be heard in committee March 1.	Current law sets forth provisions for the formation, duties, and other authorizations, among other things, relating to cities, counties, cities and counties, and other local agencies. • This bill would state the intent of the Legislature to enact legislation relating to local government.	
AB 1998 Mathis R California Environmental Quality Act: Department of	2/12/2024-A. W.,P. & W. 2/12/2024-Referred to Com. on W., P., & W.	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	

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Fish and Wildlife: review of environmental documents: revenue and cost tracking and accounting.		<p>project, as revised, would have a significant effect on the environment. CEQA requires the lead agency to consult with a public agency that is a responsible agency or a trustee agency during the environmental review process. Current law authorizes the Department of Fish and Wildlife to impose and collect filing fees in specified amounts to defray the costs of managing and protecting fish and wildlife trust resources, including, but not limited to, consulting with other public agencies, reviewing environmental documents, recommending mitigation measures, developing monitoring requirements for purposes of CEQA, and other activities protecting those trust resources identified in a review pursuant to CEQA.</p> <ul style="list-style-type: none"> • This bill would require the department to separately track and account for all revenues collected under the above filing fee provision and all costs incurred in its role as a responsible agency or trustee agency under CEQA. 	
<p>AB 1999 Irwin D</p> <p>Electricity: fixed charges.</p>	<p>2/12/2024-A. U. & E. 2/12/2024-Referred to Com. on U. & E.</p>	<p>Under current law, the Public Utilities Commission may authorize fixed charges for any rate schedule applicable to a residential customer account. Current law requires the commission, no later than July 1, 2024, to authorize a fixed charge for default residential rates. Current law requires these fixed charges to be established on an income-graduated basis, with no fewer than 3 income thresholds, so that low-income ratepayers in each baseline territory would realize a lower average monthly bill without making any changes in usage.</p> <ul style="list-style-type: none"> • This bill would repeal the provisions described in the preceding paragraph. • The bill would instead permit the commission to authorize fixed charges that, as of January 1, 2015, do not exceed \$5 per residential customer account per month for low-income customers enrolled in the California Alternate Rates for Energy (CARE) program and that do not exceed \$10 per residential customer account per month for customers not enrolled in the CARE program. • The bill would authorize these maximum allowable fixed charges to be 	

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		adjusted by no more than the annual percentage increase in the Consumer Price Index for the prior calendar year, beginning January 1, 2016.	
AB 2001 Gallagher R Political Reform Act of 1974.	2/12/2024-A. ELECTIONS 2/12/2024-Referred to Com. on ELECTIONS.	Current law defines a “statewide election” and “campaign expenditures” for purposes of the Political Reform Act of 1974. • This bill would repeal the section of the act defining “statewide election” and would revise the definition of “campaign expenditures.”	
AB 2008 Wallis R Hard to Decarbonize Program.	2/12/2024-A. U. & E. 2/12/2024-Referred to Coms. on U. & E. and NAT. RES.	Would require the State Energy Resources Conservation and Development Commission, upon appropriation for the bill’s purpose, to establish and implement the Hard to Decarbonize Program to provide financial incentives for purchasing renewable propane, renewable hydrogen, or renewable dimethyl ether to customers in heating dominant climate zones in California where combustion fuels will continue to be the lowest cost and most effective means for providing space and water heating to buildings, as provided.	
AB 2010 Kalra D State contracting: global deforestation.	1/31/2024-A. PRINT 2/1/2024-From printer. May be heard in committee March 2.	The State Contract Act governs the bidding and award of public works contracts. The Buy Clean California Act, requires, among other things, the Department of General Services, in consultation with the State Air Resources Board, to establish a maximum acceptable global warming potential for each category of eligible materials, as specified. That law requires an awarding authority, as defined, to require a successful bidder to submit a current Environmental Product Declaration developed in accordance with specified standards, for that type of product. • This bill would provide that it is the intent of the Legislature to enact subsequent legislation that provides that the policy of the state is to ensure that companies that contract with the state are not contributing to tropical deforestation, either directly or through their supply chains.	
AB 2029 Jackson D	2/12/2024-A. TRANS. 2/12/2024-Referred to Coms. on TRANS. and U. & E.	Would require the Department of Transportation to conduct a study on public access to electric vehicle charging stations, as provided.	

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Electric vehicle charging stations: public access.		<ul style="list-style-type: none"> • The bill would require the department to submit a report based on the study to the Legislature on or before January 1, 2025. 	
AB 2037 Papan D Weights and measures: electric vehicle chargers.	2/12/2024-A. P. & C.P. 2/12/2024-Referred to Com. on P. & C.P.	Would authorize a county sealer to test and certify the accuracy of any electric vehicle charger located in the county in which the sealer has jurisdiction, including, but not limited to, an electric vehicle charger owned or operated by a city, county, or a city and county, except as specified. <ul style="list-style-type: none"> • The bill would authorize a county sealer to close an inaccurate vehicle charger, as specified. 	
AB 2061 Wilson D Sales and Use Tax: exemptions: zero-emission public transportation ferries.	2/12/2024-A. REV. & TAX 2/12/2024-Referred to Com. on REV. & TAX.	Current 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. <ul style="list-style-type: none"> • This bill, beginning January 1, 2025, and until January 1, 2030, would exempt from those taxes the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, zero-emission public transportation ferries, as defined, sold to a public agency, as specified. 	
AB 2082 Carrillo, Juan D State highways: State Route 138: reduction.	2/20/2024-A. TRANS. 2/20/2024-Referred to Com. on TRANS.	Would authorize the California Transportation Commission to relinquish to the City of Palmdale all or a portion of State Route 138 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.	
AB 2086 Schiavo D Department of Transportation funding: report and public dashboard.	2/20/2024-A. TRANS. 2/20/2024-Referred to Com. on TRANS.	Would require the California Transportation Commission, on or before January 1, 2026, to adopt guidelines for the Department of Transportation to use to determine whether the use of the funding made available to the department is advancing the Core Four priorities of safety, equity, climate action, and economic prosperity established by the Transportation Agency. In developing the guidelines, the bill would require the commission to	

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		conduct a public engagement process, hold a public comment period, and allow the interagency equity advisory committee established by these 3 agencies an opportunity to review, provide recommendations on, and evaluate potential changes to, the proposed guidelines.	
AB 2087 Alanis R California Environmental Quality Act: disclosure: identity and interests.	2/26/2024-A. JUD. 2/26/2024-Referred to Coms. on JUD. and NAT. RES.	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. CEQA requires the courts to give an action or proceeding alleging noncompliance with CEQA preference over all other civil actions. CEQA requires superior courts in counties with a population of more than 200,000 people to designate one or more judges to develop expertise in CEQA and certain related laws so that those judges will be available to hear and quickly resolve actions or proceedings alleging noncompliance with CEQA. <ul style="list-style-type: none"> • This bill would require, in all actions or proceedings brought pursuant to the provisions of CEQA, that a filing party include with the filing a disclosure of the identity and interests of the party, as provided. • The bill would authorize a court to request more information as needed, including, but not limited to, financial statements and testimony, in the event a filing party that has previously brought an action or proceeding concerning a project makes a subsequent filing in an action or proceeding concerning the same project. Because the bill would impose additional duties on a lead agency that is a filing party to an action or proceeding, the bill would impose a state-mandated local program. 	
AB 2089 Holden D Local government: collection of demographic data.	2/5/2024-A. PRINT 2/6/2024-From printer. May be heard in committee March 7.	Current law requires the State Controller’s Office, to the extent the office has completed the functionality necessary, and the Department of Human Resources, when collecting demographic data as to the ancestry or ethnic origin of Californians hired into state employment, to use additional	

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		<p>collection categories and tabulations for specified Black or African American groups.</p> <ul style="list-style-type: none"> • This bill would, commencing January 1, 2026, require a city, county, or city and county, when collecting demographic data as to the ancestry or ethnic origin of persons, to include the additional collection categories and tabulations for specified Black or African American groups, as described above. 	
<p>AB 2111 Wallis R</p> <p>License plates: obstruction or alteration.</p>	<p>2/20/2024-A. TRANS. 2/20/2024-Referred to Com. on TRANS.</p>	<p>Current law prohibits a person from erasing the reflective coating of, painting over the reflective coating of, or altering a license plate to avoid visual or electronic capture of the license plate or its characters by state or local law enforcement. A violation of this provision is an infraction.</p> <ul style="list-style-type: none"> • This bill would prohibit these acts to avoid visual or electronic capture of the license plate or its characters generally without regard to their capture by state or local law enforcement. 	
<p>AB 2116 Grayson D</p> <p>Road Maintenance and Rehabilitation Account: University of California: California State University: reports.</p>	<p>2/20/2024-A. TRANS. 2/20/2024-Referred to Com. on TRANS.</p>	<p>Current law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Current law provides for the deposit of various moneys, including revenues from certain fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. Current law, after deducting certain appropriations and allocations, authorizes annual appropriations of \$5,000,000 of the moneys available for the program to the University of California to conduct transportation research and of \$2,000,000 of the available moneys to the California State University to conduct transportation research and transportation-related workforce education, training, and development, as specified.</p> <ul style="list-style-type: none"> • This bill would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration. 	

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AB 2123 Papan D Disability compensation: paid family leave.	2/20/2024-A. INS. 2/20/2024-Referred to Com. on INS.	Current law establishes, within the state disability insurance program, a family temporary disability insurance program, also known as the paid family leave program, for the provision of wage replacement benefits to workers who take time off work to care for certain seriously ill family members, to bond with a minor child within one year of birth or placement, as specified, or to participate in a qualifying exigency related to the covered active duty or call to covered active duty of certain family members. • This bill would eliminate that authorization and related provisions.	
AB 2125 Garcia D Youth advisory council.	2/26/2024-A. NAT. RES. 2/27/2024-Re-referred to Com. on NAT. RES.	Current law requires the State Air Resources Board to convene various advisory committees to provide advice to the State Air Resources Board in the exercise of its regulatory jurisdiction. • This bill would require the state board to convene a youth advisory council consisting of 35 members between 16 and 21 years of age with, to the extent feasible, at least one member representing each air quality management district and air pollution control district. • The bill would require the council to advise the state board on air pollution issues that impact youth throughout the state and authorize the council to take certain actions.	
AB 2130 Santiago D Parking violations.	2/20/2024-A. TRANS. 2/20/2024-Referred to Com. on TRANS.	Current law requires a specified administrative hearing process in the enforcement and processing of parking violations and penalties, and requires the issuing agency to conduct an initial administrative review of the notice of parking violation at the request of the contestant to whom the notice was mailed. Current law provides that if the contestant is dissatisfied with the results of the initial review, the contestant may request by telephone, in writing, or in person, an administrative hearing by an examiner of the violation no later than 21 calendar days following the mailing of the results of the issuing agency’s initial review. Current law requires that the person requesting the hearing have a choice of a hearing by mail or in person.	

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		<ul style="list-style-type: none"> • This bill would require the person requesting the hearing to have a choice of a hearing by mail, in person, by telephone, or by electronic means. 	
AB 2135 Schiavo D Public works contracts: wage and penalty assessment.	2/20/2024-A. L. & E. 2/20/2024-Referred to Com. on L. & E.	Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if, after an investigation, the commissioner determines there has been a violation of the laws regulating public works contracts, including the payment of prevailing wages. Current law requires the assessment to be served not later than 18 months after the filing of a valid notice of completion in the office of the county recorder in each county in which the public work or some part thereof was performed, or not later than 18 months after acceptance of the public work, whichever occurs last. <ul style="list-style-type: none"> • This bill would extend the above-described time period to 24 months, and would authorize an extension for good cause, including ongoing investigation and assessment by the Labor Commissioner or their designee. 	
AB 2144 Grayson D General plan: annual report: housing data.	2/20/2024-A. H. & C.D. 2/20/2024-Referred to Coms. on H. & C.D. and L. GOV.	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. Current 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 Development. Current law requires that the annual report include, among other specified information, the number of housing development applications received and the number of units approved and disapproved in the prior year. The Permit Streamlining Act requires a city, county, or special district to maintain on its internet website, as applicable, a current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special district, applicable to a proposed housing development project, all zoning ordinances and development standards, and annual fee reports or annual	

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		<p>financial reports, as specified. Current law requires a city, county, or special district to provide on its internet website an archive of impact fee nexus studies, cost of service studies, or equivalent, as specified.</p> <ul style="list-style-type: none"> • This bill would require the planning agency to include in the annual report evidence of compliance with the above-described internet website requirements. 	
<p>AB 2147 Mathis R</p> <p>Clean Transportation Program: hydrogen-fueling stations: report: job creation and workforce development.</p>	<p>2/26/2024-A. TRANS. 2/26/2024-Referred to Com. on TRANS.</p>	<p>Current law requires the State Energy Resources Conservation and Development Commission and the State Air Resources Board to annually jointly review and report on progress toward establishing a hydrogen-fueling network that provides the coverage and capacity to fuel vehicles requiring hydrogen fuel that are being placed into operation in the state. Current law requires the commission and the state board to consider several things, including, but not limited to, the available plans of automobile manufacturers to deploy hydrogen-fueled vehicles in California and their progress toward achieving those plans in their report.</p> <ul style="list-style-type: none"> • This bill would require the commission and state board’s joint review and report to also include progress made on job creation and workforce development in support of hydrogen fueling. 	
<p>AB 2153 Lowenthal D</p> <p>California Public Records Act: public agency employees: notice requirements: personnel and medical information.</p>	<p>2/20/2024-A. JUD. 2/20/2024-Referred to Com. on JUD.</p>	<p>The California Public Records Act requires public records to be open to inspection at all times during the office hours of the state or local agency that retains those records, and provides that every person has a right to inspect any public record, except as provided. Current law requires each agency, upon a request for records, to determine within 10 days whether that request, in whole or in part, seeks copies of disclosable public records in the agency’s possession and to promptly notify the person making the request of its determination and reasons for that determination. Under current law, the act generally does not require disclosure of personnel, medical, or similar files, the disclosure of which would constitute an unwarranted invasion of personal privacy. Current law requires an agency, if it determines a request seeks disclosable public records, to state the</p>	

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		<p>estimated date and time when the records will be made available. Current law permits the prescribed time limits of the act to be extended in unusual circumstances. In this connection, “unusual circumstances” include, among other reasons, the need to search for and collect the requested records from field facilities or other establishments separate from the office processing the request.</p> <ul style="list-style-type: none"> • This bill would require each agency, upon receipt of a request for a copy of, or the inspection of, any personnel, medical, or similar records of a public agency employee or any record that would disclose a public agency employee’s personal identity in connection with the performance of that employee’s work duties, to promptly and prior to the release of the records, provide written notice of the request to that public agency employee. 	
<p>AB 2182 Haney D</p> <p>Public works: prevailing wages.</p>	<p>2/7/2024-A. PRINT 2/8/2024-From printer. May be heard in committee March 9.</p>	<p>Current law requires the body awarding a contract for a public work to obtain from the director the general prevailing rate of per diem wages for work of a similar character in the locality in which the public work is to be performed, and the general prevailing rate of per diem wages for holiday and overtime work, for each craft, classification, or type of worker needed to execute the contract. Under current law, if the Director of Industrial Relations determines during any quarterly period that there has been a change in any prevailing rate of per diem wages in a locality, the director is required to make that change available to the awarding body and their determination is final. Under current law, that determination does not apply to public works contracts for which the notice to bidders has been published.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact statutory changes relating to public works. 	
<p>AB 2183 Jones-Sawyer D</p>	<p>2/7/2024-A. PRINT 2/8/2024-From printer. May be heard in committee March 9.</p>	<p>The California Public Employees’ Pension Reform Act of 2013 (PEPRA), on and after January 1, 2013, requires a public retirement system, as defined, to modify its plan or plans to comply with the act and, among other provisions, establishes certain new retirement formulas that may not</p>	

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Public employees' retirement benefits: final compensation.		<p>be exceeded by a public employer offering a defined benefit pension plan. PEPRAs provides, for purposes of determining a retirement benefit paid to a person who first becomes a member of a public retirement system on or after January 1, 2013, that final compensation means the highest average annual pensionable compensation earned during a period of at least 36 consecutive months, or at least 3 consecutive school years.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to that provision. 	
<p>AB 2190 Mathis R</p> <p>California Environmental Quality Act: expedited judicial review: infrastructure projects: hydrogen.</p>	<p>2/26/2024-A. NAT. RES. 2/26/2024-Referred to Coms. on NAT. RES. and JUD.</p>	<p>Current law authorizes the Governor to certify certain projects, including energy infrastructure projects that meet specified requirements, for streamlining benefits related to the California Environmental Quality Act (CEQA), such as the requirement that judicial actions, including any potential appeals, challenging the certification of an EIR or the granting of approval by a lead agency for certified projects be resolved, to the extent feasible, within 270 days after the filing of the certified record of proceedings with the court. Current law excludes from the definition of "energy infrastructure project" for these purposes any project using hydrogen as a fuel.</p> <ul style="list-style-type: none"> • This bill would delete that exclusion, thereby authorizing the Governor to certify energy infrastructure projects that use hydrogen as a fuel for streamlining benefits related to CEQA, as described above. Because the bill would impose additional duties on lead agencies in conducting the environmental review of energy infrastructure projects using hydrogen as a fuel that are certified by the Governor, including the concurrent preparation of the record of proceedings, this bill would impose a state-mandated local program. 	
<p>AB 2192 Carrillo, Juan D</p> <p>Public agencies: cost accounting standards.</p>	<p>2/7/2024-A. PRINT 2/8/2024-From printer. May be heard in committee March 9.</p>	<p>The Uniform Public Construction Cost Accounting Act authorizes a public agency to elect to become subject to uniform construction cost accounting procedures. Current law provides for the development of cost accounting standards and an alternative method for the bidding of public works projects by public entities.</p>	

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		<ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the title provision of the Uniform Public Construction Cost Accounting Act. 	
AB 2205 Patterson, Joe R Electricity: mandatory rate reduction.	2/26/2024-A. U. & E. 2/26/2024-Referred to Com. on U. & E.	Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. <ul style="list-style-type: none"> • This bill would require the commission to reduce the kilowatt-per-hour rate for electricity charged to ratepayers by not less than 30%. 	
AB 2234 Boerner D Vehicles: electric bicycles.	2/26/2024-A. TRANS. 2/26/2024-Referred to Com. on TRANS.	Current law requires the Department of the California Highway Patrol to develop, on or before September 1, 2023, statewide safety and training programs based on evidence-based practices for users of electric bicycles, as defined, including, but not limited to, general electric bicycle riding safety, emergency maneuver skills, rules of the road, and laws pertaining to electric bicycles. Current law requires the safety and training programs to be developed in collaboration with relevant stakeholders and to be posted on the department’s internet website. <ul style="list-style-type: none"> • This bill would require the department, on or before June 30, 2025, to issue a skills waiver containing specific information, in an electronic format, to each person who completes the electric bicycle safety and training programs described above. 	
AB 2243 Wicks D Affordable housing developments.	2/8/2024-A. PRINT 2/9/2024-From printer. May be heard in committee March 10.	The Affordable Housing and High Road Jobs Act of 2022, until January 1, 2033, establishes a streamlined development process for affordable housing developments that meet specified objective standards, affordability, and site criteria. Current law, with respect to mixed-income housing developments along commercial corridors, prohibits a development project from being subject to the streamlined, ministerial review process unless it meets all of specified criteria, including being located in a zone where office, retail, or parking are principally permitted uses. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those provisions. 	

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AB 2261 Garcia D Department of Transportation: Independent Office of Audits and Investigations.	2/8/2024-A. PRINT 2/9/2024-From printer. May be heard in committee March 10.	Current law creates the Independent Office of Audits and Investigations in the Department of Transportation to ensure, among other things, that the department, and external entities that receive state and federal transportation funds from the department, are spending those funds efficiently, effectively, economically, and in compliance with state and federal requirements. • This bill would make a nonsubstantive change that provision.	
AB 2266 Petrie-Norris D California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: vehicle eligibility.	2/26/2024-A. TRANS. 2/26/2024-Referred to Coms. on TRANS. and NAT. RES.	The State Air Resources Board administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. • This bill would require the state board to authorize a voucher issued under the program to be used for the acquisition of any zero-emission vehicle that meets specified requirements.	
AB 2274 Dixon R Taxation: sales and use taxes: exemption: tax holiday.	2/26/2024-A. REV. & TAX 2/26/2024-Referred to Com. on REV. & TAX.	Would, on and after January 1, 2025, exempt from sales and use taxes the gross receipts from the sale of, and the storage, use, or other consumption of, any tangible personal property purchased during the first weekend in August, beginning at 12:01 a.m. on Saturday and ending at 11:59 p.m. on Sunday.	
AB 2283 Pacheco D Public Records: employee personnel records: notice.	2/26/2024-A. JUD. 2/26/2024-Referred to Com. on JUD.	Would require a public agency that receives a request for the personnel records of one of the public agency's employees to provide written notice, as prescribed, to the employee within 48 hours of receipt of the request if specified conditions are met. By imposing new duties on local agencies, this bill would impose a state-mandated local program.	
AB 2284 Grayson D County employees' retirement: compensation.	2/26/2024-A. P.E. & R. 2/26/2024-Referred to Com. on P.E. & R.	The County Employees Retirement Law of 1937 (CERL) authorizes counties to establish retirement systems pursuant to its provisions in order to provide pension benefits to their employees. CERL generally vests management of each retirement system in a board of retirement. CERL defines "compensation earnable" by a member, for the purpose of	

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		<p>calculating benefits, to mean the average compensation, as determined by the board, for the period under consideration upon the basis of the average number of days ordinarily worked by persons in the same grade or class of positions during the period, and the same rate of pay, subject to certain exceptions.</p> <ul style="list-style-type: none"> • This bill would authorize a retirement system, to the extent it has not defined “grade” in the above-described circumstances, to define “grade” to mean a number of employees considered together because they share similarities in job duties, schedules, unit recruitment requirements, work location, collective bargaining unit, or other logical work-related grouping. 	
<p>AB 2286 Aguiar-Curry D</p> <p>Vehicles: autonomous vehicles.</p>	<p>2/8/2024-A. PRINT 2/9/2024-From printer. May be heard in committee March 10.</p>	<p>Would require a manufacturer of an autonomous vehicle to report to the Department of Motor Vehicles a collision on a public road that involved one of its autonomous vehicles with a gross vehicle weight of 10,001 pounds or more that is operating under a testing permit that resulted in damage of property, bodily injury, or death within 10 days of the collision.</p>	
<p>AB 2290 Friedman D</p> <p>Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.</p>	<p>2/26/2024-A. TRANS. 2/26/2024-Referred to Com. on TRANS.</p>	<p>Current law requires the California Transportation Commission to develop guidelines and project selection criteria for the Active Transportation Program, as provided. Current law establishes 4 classifications of bikeways and defines a “Class III bikeway” as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.</p> <ul style="list-style-type: none"> • This bill would prohibit the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a residential street with a posted speed limit of 20 miles per hour or less. 	
<p>AB 2299 Flora R</p>	<p>2/26/2024-A. L. & E. 2/26/2024-Referred to Com. on L. & E.</p>	<p>Current law prohibits employers from making, adopting, or enforcing a policy that prevents an employee from disclosing violations of a state or federal statute, or a violation or noncompliance with a local, state, or federal regulation to, among others, a government or law enforcement</p>	

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Labor Commissioner: whistleblower protections: model list of rights and responsibilities.		<p>agency, or from retaliating against an employee who makes a disclosure. Current law requires an employer to prominently display a list of employees’ rights and responsibilities under the whistleblower laws, as prescribed. Current law creates the Division of Labor Standards Enforcement within the Department of Industrial Relations and vests the division with the general duty of enforcing labor laws. Current law provides that the Labor Commissioner is the Chief of the Division of Labor Standards Enforcement.</p> <ul style="list-style-type: none"> • This bill would require the Labor Commissioner to develop a model list of employees’ rights and responsibilities under the whistleblower laws, as specified. 	
<p>AB 2302 Addis D</p> <p>Open meetings: local agencies: teleconferences.</p>	<p>2/26/2024-A. L. GOV. 2/26/2024-Referred to Com. on L. GOV.</p>	<p>The Ralph M. Brown 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. Current 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. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a</p>	

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		<p>remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year.</p> <ul style="list-style-type: none"> • This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets. 	
<p>AB 2311 Bennett D</p> <p>Greenhouse Gas Reduction Fund: grant program: edible food.</p>	<p>2/26/2024-A. NAT. RES. 2/26/2024-Referred to Com. on NAT. RES.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as a part of the market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law requires the Department of Resources Recycling and Recovery, upon appropriation, to administer a grant program to provide financial assistance to promote the in-state development of infrastructure, food waste prevention, or other projects to reduce organic waste, sort and aggregate or process organic and other recyclable materials into new, value-added products, or divert items from disposal through enhanced reuse opportunities. Current law requires the grant program to provide eligible financial assistance for certain activities, including activities that expand and improve organic waste diversion and recycling, including, but not limited to, the recovery of food for human consumption and food waste prevention. Current law specifies eligible infrastructure projects for purposes of the program, including, but not limited to, the construction of facilities to help develop, implement, or expand edible food waste recovery operations.</p> <ul style="list-style-type: none"> • This bill would expand the grant program to provide financial assistance for the recovery of edible food, as specified. 	

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AB 2312 Wallis R Sales and use taxes.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	Current 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 defines “in this state” for purposes of those taxes. • This bill would make nonsubstantive changes to those provisions.	
AB 2314 Lee D Housing.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	Current law generally sets forth the duties of the Department of Housing and Community Development, which is the principal state department responsible for coordinating federal-state relationships in housing and community development and for implementing the California Statewide Housing Plan. • This bill would state the intent of the Legislature to enact legislation related to housing.	
AB 2325 Lee D San Francisco Bay Area Rapid Transit District: officers: designation and appointment.	2/26/2024-A. L. GOV. 2/26/2024-Referred to Com. on L. GOV.	Under current law, the officers of the San Francisco Bay Area Rapid Transit District consist of the members of the board, a secretary, a general manager, a general counsel, a treasurer, a controller, and other officers, assistants, and deputies that the board may provide for by ordinance or resolution, as specified. Current law requires the board to appoint, and authorizes the board to remove, the secretary, the general manager, the general counsel, the treasurer, and the controller. Current law requires all other officers and employees of the district to be appointed by, and to serve at the pleasure of, the general manager. • This bill would eliminate the treasurer and controller as specifically designated officers of the district and as positions subject to appointment and removal by the board. • The bill would also eliminate specified qualifications applicable to the controller.	

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AB 2333 Santiago D City streets and highways.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	Current law authorizes the legislative body of a city to do any and all things necessary to lay out, acquire, and construct a section or portion of a street or highway within its jurisdiction as a freeway and to make an existing street or highway a freeway. • This bill would make nonsubstantive changes to this provision.	
AB 2334 Grayson D Surplus land.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	Current law prescribes requirements for the disposal of surplus land by a local agency, as defined, and requires, except as provided, a local agency disposing of surplus land to comply with certain notice requirements before disposing of the land or participating in negotiations to dispose of the land with a prospective transferee, particularly that the local agency send a written notice of availability for open-space purposes to specified entities. • This bill would make a nonsubstantive change to the provisions regarding written notice of availability for open-space purposes.	
AB 2335 McKinnor D Public employment: salary classification.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	Current law requires the Department of Human Resources to establish and adjust salary ranges for each class of position in the state civil service, as specified. Current law requires the department to submit to parties meeting and conferring and to the Legislature reports on 2 groups of bargaining units biennially, beginning on either February 1, 2025, or February 1, 2026, depending on the group, on the findings of the department relating to the salaries of employees in comparable occupations in private industry and other governmental agencies. • This bill would make nonsubstantive changes to that report requirement.	
AB 2350 Hoover R Open meetings: school boards: emergencies: notifications by email.	2/26/2024-A. L. GOV. 2/26/2024-Referred to Com. on L. GOV.	The Ralph M. Brown Act generally requires that meetings of a legislative body of a local agency be conducted openly and that the body provide notice, as specified, prior to its meetings. In an emergency situation involving matters upon which prompt action is necessary due to the disruption or threatened disruption of public facilities, current law authorizes a legislative body to hold an emergency meeting without	

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		<p>complying with specified 24-hour notice and posting requirements. Current law instead requires the presiding officer of the legislative body, or a designee, to notify specified media entities by telephone one hour before the emergency meeting or at or near the time the members of the legislative body are notified, as specified. If the telephone services are not functioning, existing law waives this notification requirement and requires the legislative body, or a designee, to notify those media entities of certain details of the emergency meeting as soon after the meeting as possible.</p> <ul style="list-style-type: none"> • This bill would authorize a school board holding an emergency meeting, as described above, to fulfill the premeeting notification requirement by email instead of by telephone. If the internet and telephone services are not functioning, the bill would similarly waive the premeeting notification requirement and require the postmeeting notification described above. 	
<p>AB 2358 Low D</p> <p>Workforce development: findings and declarations.</p>	<p>2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.</p>	<p>Current law declares the need to have a well-educated and highly skilled workforce. Current law also declares specified principles to guide the state’s workforce investment system.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to those provisions. 	
<p>AB 2361 Davies R</p> <p>Planning and zoning: regional housing needs: exchange of allocation: Counties of Orange and San Diego.</p>	<p>2/26/2024-A. H. & C.D. 2/26/2024-Referred to Coms. on H. & C.D. and L. GOV.</p>	<p>The Planning and Zoning Law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city that includes, among other specified mandatory elements, a housing element. That law, for the 4th and subsequent revisions of the housing element, requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. That law further requires the appropriate council of governments, or, for cities and counties without a council of governments, the department, to adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county in accordance with certain requirements.</p> <ul style="list-style-type: none"> • This bill would establish a pilot program for the Counties of Orange and San Diego, and the cities therein. 	

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		<ul style="list-style-type: none"> • The bill would authorize a city or county within the pilot program, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county within the pilot program. 	
AB 2364 Rivas, Luz D Wages.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	Current law defines the terms “wages” and “labor” for purposes of provisions regarding the payment of wages to employees in various occupations. <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to those definitions. 	
AB 2394 Grayson D California Environmental Quality Act.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	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. CEQA makes various legislative findings and declarations regarding the maintenance of a quality environment for the people of this state and states the intent of the Legislature for state agencies to regulate activities so that major consideration is given to preventing environmental damage. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those findings and declarations, and to the statement of intent. 	
AB 2400 Rivas, Luz D California Alternative Energy and Advanced Transportation Financing Authority Act.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2026, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year, except as provided. The Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2026, excludes the lease or transfer of title of tangible personal property constituting a project	

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		<p>to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project.</p> <ul style="list-style-type: none"> • This bill would extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects to January 1, 2031, and would extend the sales and use tax exclusion to January 1, 2031. 	
<p>AB 2401 Ting D</p> <p>Clean Cars 4 All Program.</p>	<p>2/26/2024-A. TRANS. 2/26/2024-Referred to Coms. on TRANS. and NAT. RES.</p>	<p>Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law requires the implementing regulations to ensure that the program complies with certain requirements.</p> <ul style="list-style-type: none"> • This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to manage the distribution of incentives, the state board manages the distribution of incentives to eligible residents of those areas, and would make certain conforming changes in that regard. 	
<p>AB 2403 Bonta D</p> <p>Enhanced infrastructure financing districts: allowable projects.</p>	<p>2/26/2024-A. L. GOV. 2/26/2024-Referred to Com. on L. GOV.</p>	<p>Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, including projects that implement a sustainable communities strategy, as specified.</p> <ul style="list-style-type: none"> • The bill would additionally include, in the list of facilities and projects the district may fund, community food and climate resilience projects that increase local food production in and for disadvantaged communities, as 	

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		defined, and are powered by renewable energy, including community gardens.	
AB 2404 Lee D Meyers-Milias-Brown Act.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	The Meyers-Milias-Brown Act generally governs the labor relations of local public agencies and their employees, as specified. • This bill would make a nonsubstantive change to the provision naming the act.	
AB 2413 Rivas, Luz D Public Utilities Act.	2/12/2024-A. PRINT 2/13/2024-From printer. May be heard in committee March 14.	The Public Utilities Act contains laws directing the commission’s regulation of public utilities. • This bill would make nonsubstantive changes to the law naming the act.	
AB 2418 Patterson, Jim R Vehicular air pollution: heavy-duty trucks.	2/26/2024-A. TRANS. 2/26/2024-Referred to Com. on TRANS.	Current law requires the state board to adopt and implement emission standards for new motor vehicles for the control of emissions from new motor vehicles that the State Air Resources Board finds to be necessary and technologically feasible, as provided. Current state regulations establish exhaust emissions standards and test procedures for 1985 and subsequent model heavy-duty engines and vehicles, as provided. Current law defines “heavy-duty” for purposes of laws governing air resources. • This bill would exempt, notwithstanding any other law, a 2024 and subsequent model heavy-duty truck that meets federal exhaust emission standards from the state regulations described above governing exhaust emissions standards and test procedures for 1985 and subsequent model heavy-duty engines and vehicles.	
AB 2430 Alvarez D Planning and zoning: density bonuses: monitoring fees.	2/26/2024-A. H. & C.D. 2/26/2024-Referred to Coms. on H. & C.D. and L. GOV.	Current law, commonly referred to as the Density Bonus Law, requires a city, county, or city and county to provide a developer that proposes a housing development within the city or county with a density bonus, waivers or reductions of development standards, parking ratios, and other incentives or concessions, as specified, if the developer agrees to construct certain types of housing, including a housing development in which 100% of the units are for lower income households, except that up to 20% of the	

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		<p>units in the development may be for moderate-income households, as specified.</p> <ul style="list-style-type: none"> • This bill would prohibit a city, county, or city and county from charging a monitoring fee, as defined, on those types of housing developments if certain conditions are met. • The bill would provide that, beginning on January 1, 2025, any housing development that is currently placed in service, is subject to monitoring fees, and meets those conditions shall no longer be subject to those fees. 	
<p>AB 2439 Quirk-Silva D</p> <p>Public records: owners and developers.</p>	<p>2/26/2024-A. JUD. 2/26/2024-Referred to Com. on JUD.</p>	<p>The California Public Records Act requires state and local agencies, as defined, to make their records available for public inspection, unless an exemption from disclosure applies. Current law declares that access to information concerning the conduct of the people’s business is a fundamental and necessary right of every person in this state. Current law requires specified state and local bodies to establish written guidelines for accessibility of records. Current law requires the state and local bodies to post a copy of these guidelines in a conspicuous public place at the offices of these bodies, and to make available a copy of the guidelines upon request, free of charge, to any person requesting that body’s records.</p> <ul style="list-style-type: none"> • This bill would additionally require an owner, developer, or their agents who receives public funds or the equivalent of public funds from a public agency to perform a public works project, as defined, to be subject to the act in connection with records that it prepares, owns, uses, or retains relating to that public works project. • The bill would require the owner, developer, or their agents to establish written guidelines for accessibility of records. 	
<p>AB 2463 Alanis R</p> <p>Railroad employee safety.</p>	<p>2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.</p>	<p>Current law grants the Division of Occupational Safety and Health jurisdiction over the safety and health of railroad employees, as specified. Current law authorizes a conductor to place a pusher engine ahead of the caboose, as defined, if conditions warrant it for the safety of the occupants of a caboose.</p>	

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		<ul style="list-style-type: none"> • This bill would make nonsubstantive changes to provisions relating to the above-described authority of a conductor. 	
AB 2472 Alvarez D State freeways: air space.	2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.	Current law authorizes a public agency that has responsibility for the planning and development of public transportation systems to use airspace over or under an existing state freeway as a route for a public transportation system, as provided. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to this provision. 	
AB 2474 Lackey R Retirement: County Employees Retirement Law of 1937: benefit payments and overpayments.	2/26/2024-A. P.E. & R. 2/26/2024-Referred to Com. on P.E. & R.	The Public Employees’ Pension Reform Act of 2013 (PEPRA) prescribed various limitations on public employees, employers, and retirement systems concerning, among other things, the types of remuneration that may be included in compensation that is applied to pensions. Under the County Employees Retirement Law of 1937 (CERL), the board of retirement is required to comply with and give effect to a revocable written authorization signed by a retired member or beneficiary of a retired member, as described, authorizing the treasurer or other entity authorized by the board to deliver the monthly warrant, check, or electronic fund transfer for the retirement allowance or benefit to any specified bank, savings and loan institution, or credit union to be credited to the account of the retired member or survivor of a deceased retired member. <ul style="list-style-type: none"> • This bill would also authorize the monthly warrant, check, or electronic fund transfer for the retirement allowance or benefit to be delivered to a prepaid account, as defined. • The bill would also define “account of the retired member or survivor of a deceased retired member” to include an account held in a living trust or an income-only trust, as specified. 	
AB 2480 Garcia D Carl Moyer Memorial Air Quality Standards Attainment Program: grants: school buses.	2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.	The Carl Moyer Memorial Air Quality Standards Attainment Program authorizes the State Air Resources Board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The state board is required to establish and update grant criteria and guidelines for covered vehicle projects. Current law sets forth	

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		<p>general eligibility criteria for projects funded through the program, including a cost-effectiveness requirement. For schoolbus projects, current law prohibits a grant from exceeding specified cost caps and requires the cost-effectiveness value to be set forth in the guidelines adopted by the state board.</p> <ul style="list-style-type: none"> • This bill would provide that, notwithstanding any other law, a project to purchase a new zero-emission schoolbus to replace an internal combustion engine schoolbus is eligible for a grant under the program regardless of the model year of the associated internal combustion engine. 	
<p>AB 2487 Fong, Mike D</p> <p>Public employment: climate change.</p>	<p>2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.</p>	<p>The State Civil Service Act regulates employment with the state and vests in the Department of Human Resources all powers, duties, and authority necessary to operate the state civil service system. Current law establishes various provisions addressing the impacts and effects of climate change on the state’s communities, economy, and environment.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation to prepare the state’s workforce for evolving demands in response to climate change. 	
<p>AB 2488 Ting D</p> <p>Enhanced infrastructure financing districts.</p>	<p>2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.</p>	<p>Current law authorizes a city or county to designate one or more proposed enhanced infrastructure financing districts pursuant to specified requirements. Current law requires that proceedings for the establishment of these districts be instituted by the adoption of a resolution of intention, as specified.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change in these provisions. 	
<p>AB 2495 Muratsuchi D</p> <p>Electricity: state policy.</p>	<p>2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.</p>	<p>Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities are under the direction of their governing boards. Current law establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 90% of all retail sales of electricity to California end-use customers by December 31, 2035, 95% of all retail sales of electricity to California end-use customers by</p>	

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		<p>December 31, 2040, 100% of all retail sales of electricity to California end-use customers by December 31, 2045, and 100% of electricity procured to serve all state agencies by December 31, 2035, as provided.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to this policy. 	
<p>AB 2499 Schiavo D</p> <p>Unlawful employment practices: discrimination for time off.</p>	<p>2/26/2024-A. L. & E. 2/26/2024-Referred to Coms. on L. & E. and JUD.</p>	<p>Current law, subject to specified requirements for the employee, prohibits an employer from discharging or in any manner discriminating against an employee for taking time off to serve on a jury, an employee who is a victim of a crime for taking time off to appear in court as a witness in any judicial proceeding, an employee who is a victim for taking time off from work to obtain or attempt to obtain prescribed relief, or an employee because of the employee’s status as a victim of crime or abuse. Current law requires an employer to provide reasonable accommodations for a victim of domestic violence, sexual assault, or stalking, who requests an accommodation for the safety of the victim while at work. Current law requires reinstatement and reimbursement for discrimination or retaliation, as prescribed. Existing law makes an employer’s willful refusal to restore an employee or former employee who has been determined to be eligible for rehiring or promotion by a grievance procedure or hearing authorized by law guilty of a misdemeanor. Current law authorizes an employee who is discriminated or retaliated against because the employee has exercised these rights to file a complaint with the Division of Labor Standards Enforcement of the Department of Industrial Relations. Existing law defines terms for these purposes. Current law, subject to specified requirements for the employee, also prohibits an employer with 25 or more employees from discharging, or in any manner discriminating or retaliating against, an employee who is a victim, for taking time off from work to seek medical attention for injuries caused by crime or abuse, to obtain certain services as a result of the crime or abuse or related to an experience of crime or abuse, or to participate in safety planning and take other actions to increase safety from future crime or abuse.</p> <ul style="list-style-type: none"> • This bill would revise and recast the jury, court, and victim time off 	

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		<p>provisions for employees as unlawful employment practices within the California Fair Employment and Housing Act and, thus, within the enforcement authority of the Civil Rights Department.</p> <ul style="list-style-type: none"> • The bill would remove the threshold of 25 or more employees from the provisions for victims of crime or abuse and, except as specified, apply its provisions to a person who directly employs one or more persons to perform services for a wage or salary. • The bill would refer to a “qualifying act of violence,” as defined, instead of crime, or crime or abuse. • The bill would substantially revise existing definitions for its purposes, including defining “victim” as an individual against whom a qualifying act of violence is committed. 	
<p>AB 2503 Lee D</p> <p>California Environmental Quality Act: exemption: railroad electrification and railroad siding projects.</p>	<p>2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.</p>	<p>The California Environmental Quality Act (CEQA) 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.</p> <ul style="list-style-type: none"> • This bill would exempt from the requirements of CEQA railroad electrification projects and railroad siding projects. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. 	
<p>AB 2525 Zbur D</p> <p>State highways: property leases.</p>	<p>2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.</p>	<p>Current law authorizes the Department of Transportation to offer leases to the Cities of Los Angeles and San Jose on a right of first refusal basis for any airspace under a freeway or certain real property acquired for highway purposes located in each city for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to these provisions. 	

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AB 2535 Bonta D Trade Corridor Enhancement Program.	2/13/2024-A. PRINT 2/14/2024-From printer. May be heard in committee March 15.	Current law requires the California Transportation Commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds for infrastructure projects located on or along specified transportation corridors. Under existing law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. <ul style="list-style-type: none"> • This bill would prohibit the commission from allocating funding under the program to a project that adds a general purpose lane to a highway or expands highway capacity in a community that meets certain criteria relating to pollution impacts. 	
AB 2553 Friedman D Housing development: major transit stops: vehicular traffic impact fees.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	The California Environmental Quality Act (CEQA) exempts from its requirements residential projects on infill sites and transit priority projects that meet certain requirements, including a requirement that the projects are located within 1/2 mile of a major transit stop. CEQA defines “major transit stop” to include, among other locations, the intersection of 2 or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. <ul style="list-style-type: none"> • This bill would revise the definition of “major transit stop” to increase the frequency of service interval to 20 minutes. • The bill would additionally define “major transit stop” to include a site in an urbanized area that is being served by an on-demand transit service at least 12 hours a day, 7 days a week. Because the bill would require a lead agency to make an additional determination as to whether a location is a major transit stop for purposes of determining whether residential or mixed-use residential projects are exempt from CEQA, this bill would impose a state-mandated local program. 	

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AB 2557 Ortega D Local agencies: legislative bodies.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law defines the term “legislative body” for purposes of laws relating to cities, counties, and other local agencies. • This bill would make a nonsubstantive change to that definition.	
AB 2570 Patterson, Joe R Department of Housing and Community Development: annual report: Homeless Housing, Assistance, and Prevention program.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law requires the Department of Housing and Community Development to submit an annual report to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. Current law requires that the report include, among other things, the number of units assisted by those programs and the number of individuals and households served and their income level. • This bill would additionally require that this report include an evaluation of the Homeless Housing, Assistance, and Prevention (HHAP) program.	
AB 2572 Muratsuchi D Carbon Capture, Removal, Utilization, and Storage Program.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law requires the State Air Resources Board to establish a Carbon Capture, Removal, Utilization, and Storage Program to capture, remove, and store carbon dioxide, as provided. Current law requires the state board, in tracking progress toward the state’s climate targets, to prevent the double counting of emissions reductions associated with using carbon dioxide that is captured or removed from the atmosphere. • This bill would make a nonsubstantive change to the provision related to the double-counting provision.	
AB 2590 Reyes D County transportation commissions.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	The County Transportation Commissions Act provides for the creation of county transportation commissions with specified powers and duties in certain counties. The act authorizes each commission to contract with any federal department or agency, any public agency, or any person upon terms and conditions the commission finds are in its best interest. • This bill would make nonsubstantive changes to these provisions.	

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AB 2611 Wallis R Political Reform Act of 1974: conflicts of interest.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current provisions of the Political Reform Act of 1974 prohibit a public official from making, participating in making, or attempting to use their official position to influence a governmental decision in which they know or have reason to know that they have a financial interest, as defined. However, current law permits a public official to make or participate in the making of a governmental decision, even if the public official knows or has reason to know that the official has a financial interest, if the official's participation is legally required for the action or decision to be made. <ul style="list-style-type: none"> • This bill would make a technical, nonsubstantive change to the provision containing that exception. 	
AB 2626 Dixon R Advanced Clean Fleets regulations: local governments.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	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 that the state board has found necessary, cost effective, and technologically feasible. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. <ul style="list-style-type: none"> • This bill would extend the compliance dates for local government set forth in the Advanced Clean Fleets Regulation by 10 years. • The bill would prohibit the state board from taking enforcement action against a local government for violating the Advanced Clean Fleets Regulation if the alleged violation occurs before January 1, 2025. 	
AB 2631 Fong, Mike D	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides certain monetary payments to a member of a legislative body, as provided. Current law	

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Local agencies: ethics training.		<p>requires all local agency officials who are members of specified public bodies to receive the above-described training, whether or not the member receives any type of compensation, salary, or stipend or reimbursement for actual and necessary expenses incurred in the performance of official duties.</p> <ul style="list-style-type: none"> • This bill would, contingent upon an appropriation for these purposes, require the Fair Political Practices Commission, in consultation with the Attorney General, to create, maintain, and make available to local agency officials an ethics training course, as specified. 	
<p>AB 2639 Patterson, Joe R</p> <p>California Environmental Quality Act.</p>	<p>2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.</p>	<p>The California Environmental Quality Act (CEQA) makes various legislative findings and declarations regarding the maintenance of a quality environment for the people of this state and states the intent of the Legislature for state agencies to regulate activities so that major consideration is given to preventing environmental damage.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those findings and declarations, and to the statement of intent. 	
<p>AB 2645 Lackey R</p> <p>Electronic toll collection systems: information sharing: law enforcement.</p>	<p>2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.</p>	<p>Current law authorizes a law enforcement agency to request the Department of the California Highway Patrol (CHP) to activate the Emergency Alert System within the appropriate area if that agency determines that a child 17 years of age or younger, or an individual with a proven mental or physical disability, has been abducted and is in imminent danger of serious bodily injury or death, and there is information available that, if disseminated to the general public, could assist in the safe recovery of that person. Current law also authorizes the CHP, upon the request of a law enforcement agency, to activate various other alerts for missing individuals meeting certain criteria and alerts following an attack upon a law enforcement officer or a hit-and-run fatality.</p> <ul style="list-style-type: none"> • This bill, if the CHP activates one of the above-mentioned alerts and that alert contains a license plate number of a vehicle involved in the incident, would require a transportation agency that employs an electronic toll 	

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		<p>collection system to notify the CHP and the law enforcement agency that requested the alert upon identifying that vehicle with that license plate number using a camera-based vehicle identification system or other electronic medium employed in connection with the electronic toll collection system.</p> <ul style="list-style-type: none"> • The bill would require the notification to include the time and location that the vehicle was identified. By requiring a local transportation agency to report this information, this bill would impose a state-mandated local program. 	
<p>AB 2669 Ting D</p> <p>Toll bridges: tolls.</p>	<p>2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.</p>	<p>Current law provides for the construction and operation of various toll bridges by the state, the Golden Gate Bridge, Highway and Transportation District, and private entities that have entered into a franchise agreement with the state.</p> <ul style="list-style-type: none"> • This bill would prohibit a toll from being imposed on the passage of a pedestrian, bicycle, or personal micromobility device over these various toll bridges. 	
<p>AB 2678 Wallis R</p> <p>Vehicles: high-occupancy vehicle lanes.</p>	<p>2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.</p>	<p>Current state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Current federal law authorizes, until September 30, 2025, a state to allow specified alternate fuel and plug-in electric or hybrid vehicles to use lanes designated for HOVs. Current state law authorizes the Department of Motor Vehicles to issue decals or other identifiers to qualified vehicles, as specified. Current state law allows a vehicle displaying a valid decal or identifier issued pursuant to these provisions to be operated in a lane designated for the exclusive use of HOVs regardless of the occupancy of the vehicle. These current state laws, by operation of their provisions, become inoperative on the date the federal authorization expires.</p> <ul style="list-style-type: none"> • This bill would cancel the repeal of these provisions on September 30, 2025, and continue the operation of these provisions until the expiration of the federal authorization, currently September 30, 2025. 	

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AB 2683 Boerner D Public utilities: rates.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law vests the Public Utilities Commission with regulatory authority over public utilities, as defined. Current law authorizes the commission to fix the rates and charges for every public utility, and requires that those rates and charges be just and reasonable. Current law, with certain exceptions, prohibits a public utility from changing any rate, except upon a showing before the commission and a finding by the commission that the new rate is justified. • This bill would make nonsubstantive changes to that prohibition.	
AB 2687 Flora R Automated traffic enforcement systems.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the governmental agency utilizing the system meets certain requirements. • This bill would delete obsolete provisions of those requirements and would make other technical, nonsubstantive changes.	
AB 2697 Irwin D Vehicles: electric vehicle charging.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law authorizes a local authority, by ordinance or resolution, to designate stalls or spaces in an offstreet parking facility owned or operated by that local authority for the exclusive purpose of charging and parking a vehicle that is connected for electric charging purposes. • This bill would state the intent of the Legislature to enact legislation relating to electric vehicle charging infrastructure.	
AB 2698 Ta R Transportation: safety.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Would state the intent of the Legislature to enact legislation to help motorists travel safely across the State of California.	
AB 2705 Ortega D Public employees: retraining and rehabilitation.	2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.	Current law requires every public agency, its insurance carrier, and the Department of Rehabilitation to jointly formulate procedures for the selection and referral of injured full-time public employees who may be benefited by rehabilitation services and retrained for other positions in	

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		<p>public service.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those provisions. 	
<p>AB 2712 Friedman D</p> <p>Automobile parking requirements: development projects.</p>	<p>2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.</p>	<p>Current law prohibits a public agency from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of public transit, as defined, unless the public agency makes written findings, within 30 days of the receipt of a completed application, that not imposing or enforcing minimum automobile parking requirements on the development would have a substantially negative impact on, among other things, the city's, county's, or city and county's ability to meet its share of the regional housing need for low- and very low income households.</p> <ul style="list-style-type: none"> • This bill would instead provide a public agency with 60 days from the receipt of a completed application to make those written findings. 	
<p>AB 2715 Boerner D</p> <p>Ralph M. Brown Act: closed sessions.</p>	<p>2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.</p>	<p>The Ralph M. Brown Act generally requires that all meetings of a legislative body of a local agency be open and public and that all persons be permitted to attend and participate. Current law authorizes a legislative body to hold a closed session on, among other things, matters posing a threat to the security of essential public services, as specified.</p> <ul style="list-style-type: none"> • This bill would additionally authorize a closed session to consider or evaluate matters related to cybersecurity, as specified, provided that any action taken on those matters is done in open session. 	
<p>AB 2719 Wilson D</p> <p>Vehicles: commercial vehicle inspections.</p>	<p>2/14/2024-A. PRINT 2/15/2024-From printer. May be heard in committee March 16.</p>	<p>Would authorize a public transit agency, as defined, to request the California Highway Patrol (CHP) to conduct an annual inspection and certification of its fleet.</p> <ul style="list-style-type: none"> • The bill would authorize the Commissioner of the CHP to issue stickers or other devices as evidence of certification. • The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a roadside inspection. 	

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AB 2733 Boerner D Vehicles: special permits.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Current law authorizes the Department of Transportation to issue a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon adoption of an ordinance or resolution by specified cities covering designated routes. <ul style="list-style-type: none"> • This bill would additionally authorize the Department of Transportation to issue a special permit to the operator of a zero-emission vehicle, as defined, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon adoption of an ordinance or resolution by the City of San Diego and City of National City covering designated routes. 	
AB 2741 Haney D Temporary employees: labor contractors.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Current law establishes various requirements with respect to the payment of wages and other conditions of employment. Current law requires an employer, semimonthly or at the time of payment of wages, to furnish an employee an accurate, itemized, written statement containing specified information regarding the amounts earned, hours worked, and the employees identity, among other things, subject to certain variations. <ul style="list-style-type: none"> • This bill would impose certain requirements on a labor contractor and a client employer who has obtained a temporary worker from the labor contractor, as those terms are defined. • The bill would require a labor contractor to include on the wage statement of each temporary worker the total amount of actual charges to the client employer for the temporary worker compared to the total compensation cost for the temporary worker. • The bill would require a client employer to provide every temporary worker who has performed services for the client employer on a long-term, continuous basis with an opportunity to become a direct employee. • The bill would require a client employer who plans to hire a permanent 	

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		<p>employee to give a temporary worker in the applicable position, as specified, an opportunity to apply for the permanent position before filling it.</p> <ul style="list-style-type: none"> • The bill would require a labor contractor to attempt to place a current temporary worker into a permanent position with a client employer when that employer informs the labor contractor of its plan to hire a permanent employee for a position for which the labor contractor is providing a temporary worker. • The bill would prohibit a labor contractor from restricting a temporary worker from accepting a permanent position from the client employer, and would prohibit a labor contractor from collecting a fee when a temporary worker is offered permanent employment. • The bill, on or before the 2nd Wednesday of May 2025, would require a client employer that has 100 or more direct employees hired through labor contractors within the prior calendar year to make publicly available on an internet website the number of temporary employees hired through labor contractors within the prior calendar year as compared to the number of direct employees. 	
<p>AB 2744 McCarty D</p> <p>Vehicles: pedestrian, bicycle, and vehicle safety.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</p>	<p>Current law authorizes a legislative body of a city, whenever this legislative body determines that it is necessary for the more efficient maintenance, construction, or repair of streets and roads within the city, to contract with the board of supervisors of any county for the rental of the county's equipment, as specified.</p> <ul style="list-style-type: none"> • This bill would, beginning on January 1, 2025, prohibit the addition of a right-turn or travel lane within 20 feet of a marked or unmarked crosswalk where there is not already a dedicated and marked right-turn or travel lane, and would prohibit vehicles from using this 20-foot area for right turns unless the area is already marked as a dedicated right-turn lane before January 1, 2025. 	

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AB 2751 Haney D Employment.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Current law permits the duties and administrative power granted to public officers under the Labor Code to be administered by authorized deputies. • This bill would make nonsubstantive changes to that provision.	
AB 2770 Committee on Public Employment and Retirement Public employees' retirement.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	The Teachers' Retirement Law establishes the State Teachers' Retirement System (STRS), and sets forth the provisions for its administration and the delivery of benefits to its members. Current law authorizes a member to request to purchase additional service credit and to redeposit accumulated retirement contributions returned to the member, as provided. • This bill would require the member to sign and return the completed statement of contributions and interest required from STRS to purchase service credit at a specific cost no later than 35 calendar days from the date of the offer.	
AB 2776 Rodriguez D State Government: major federal disasters: funding priority.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Current law, the California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. 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. Current law continuously appropriates 20% of the annual proceeds of the fund to the council for the Affordable Housing and Sustainable Communities Program, as provided. Under its authority, the council established the Sustainable Agricultural Lands Conservation Program as a component of the Affordable Housing and Sustainable Communities Program to provide incentives for conservation of agricultural lands. • This bill would require the Office of Emergency Services (OES), the Office of Planning and Research (OPR), and the council to prioritize infrastructure and housing recovery projects in communities that suffered a	

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		<p>loss in population and businesses due to a major federal disaster and have unmet recovery needs as a result of a major federal disaster.</p> <ul style="list-style-type: none"> • The bill would require the OPR and the council to prioritize funding to communities recovering from major federal disasters under specified programs, including, the Affordable Housing and Sustainable Communities Program and the Sustainable Agricultural Lands Conservation Program. 	
<p>AB 2779 Petrie-Norris D</p> <p>Electricity: renewable energy resources.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</p>	<p>Current law requires the Public Utilities Commission to adopt a process for each load-serving entity to file an integrated resource plan and a schedule for periodic updates to the plan to ensure that it meets, among other things, the state’s targets for reducing emissions of greenhouse gases and the requirement to procure at least 60% of its electricity from eligible renewable energy resources by December 31, 2030. In furtherance of these requirements, existing law requires the commission to consider the role of existing renewable generation, grid operational efficiencies, energy storage, and distributed energy resources, including energy efficiency, in helping to ensure each load-serving entity meets energy needs and reliability needs in hours to encompass the hour of peak demand of electricity, as specified.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to the latter requirement. 	
<p>AB 2794 Bryan D</p> <p>Local planning: housing elements: affordable housing.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</p>	<p>The Planning and Zoning Law requires a local government that adopts a requirement in its housing element for a housing development to contain a fixed percentage of affordable housing units to permit a developer to satisfy that requirement by constructing rental housing at affordable monthly rents.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to that provision. 	
<p>AB 2809 Haney D</p> <p>Vehicles: automated speed enforcement.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</p>	<p>Would require the Secretary of Transportation to develop guidelines for the implementation of a state highway work zone speed safety program using automated speed enforcement systems, as specified.</p> <ul style="list-style-type: none"> • The bill would authorize the Department of Transportation to establish a 	

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		<p>state highway work zone speed safety program in accordance with those guidelines.</p> <ul style="list-style-type: none"> • The bill would require the department, if a program is established, to prepare and submit a report to the Legislature, as specified. 	
<p>AB 2815 Petrie-Norris D</p> <p>Clean Transportation Program: electric vehicle charging infrastructure.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</p>	<p>Would require the State Energy Resources Conservation and Development Commission to establish, on or before January 1, 2026, a program under the Clean Transportation Program to provide grants for repairs to electric vehicle charging infrastructure that has been in operation for at least 5 years and that is located in a publicly available parking space, as provided.</p> <ul style="list-style-type: none"> • The bill would authorize grant funding to be used for, among other things, the cost to repair, upgrade, or replace an electric vehicle charging port or supporting infrastructure and the cost of operations, maintenance, and warranties for repaired, upgraded, or replaced electric vehicle charging ports and supporting infrastructure. • The bill would require the commission to allocate at least 50% of grant funding to low-income communities and disadvantaged communities. • The bill would repeal these provisions on January 1, 2036. 	
<p>AB 2824 McCarty D</p> <p>Battery.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</p>	<p>Current law provides that when a battery is committed against the person of an operator, driver, or passenger on a bus, taxicab, streetcar, cable car, trackless trolley, or other motor vehicle, as specified, and the person who commits the offense knows or reasonably should know that the victim is engaged in the performance of their duties, the penalty is imprisonment in a county jail not exceeding one year, a fine not exceeding \$10,000, or both the fine and imprisonment. Current law also provides that if the victim is injured, the offense would be punished by a fine not exceeding \$10,000, by imprisonment in a county jail not exceeding one year or in the state prison for 16 months, 2, or 3 years, or by both that fine and imprisonment.</p> <ul style="list-style-type: none"> • This bill would make technical, nonsubstantive changes to this provision. 	

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AB 2853 Wicks D Department of Transportation.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Existing law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. • This bill would make nonsubstantive changes to that provision.	
AB 2855 Flora R Skilled and trained workforce requirements.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Existing law authorizes a public entity to require a bidder, contractor, or other entity to use a skilled and trained workforce to complete a contract or project, and requires that the commitment to use a skilled and trained workforce be made in an enforceable agreement that meets specified requirements, including that the contractor, bidder, or other entity will report to the public entity or other awarding body on a monthly basis while the project or contract is being performed. If the contractor, bidder, or other entity fails to provide the monthly report, or provides a report that is incomplete, existing law requires the awarding body to withhold payment, as prescribed, until a complete report is provided. • This bill would make a nonsubstantive change to those provisions.	
AB 2861 Wallis R Sales and use taxes.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Existing sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law defines the term “sale” for these purposes. • This bill would make nonsubstantive changes to that provision.	
AB 2869 Friedman D Department of Transportation: trail access: infrastructure projects.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. • This bill would require the department to mitigate the impact of infrastructure projects that interfere with or eliminate trail access to parks	

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		and recreational areas by maintaining safe access for users of existing trails or providing alternative safe access to those parks and recreational areas.	
AB 2873 Garcia D Breaking Barriers to Employment Initiative: grants.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	The California Workforce Innovation and Opportunity Act makes programs and services available to individuals with employment barriers and establishes the California Workforce Development Board (board) to assist the Governor in the development, oversight, and continuous improvement of California’s workforce investment system and the alignment of the education and workforce investment systems to the needs of the 21st century economy and workforce. Current law establishes the Breaking Barriers to Employment Initiative, which establishes a grant program administered by the board to support prescribed workforce preparation, education, and training programs. Current law specifies that the initiative’s funding is subject to appropriation by the Legislature, as specified. <ul style="list-style-type: none"> • This bill would delete the above-described provisions specifying the purpose of the initiative. • The bill would instead specify that it is the intent of the Legislature, subject to appropriation, to provide permanent funding to the initiative to ensure its continued operation and effectiveness in addressing racial, ethnic, and social economic disparities in the labor market. 	
AB 2879 Fong, Vince R High-Speed Rail Authority: contracting.	2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.	The California High-Speed Rail Act creates the High-Speed Rail Authority, composed of 11 members, to develop and implement a high-speed rail system in the state, with specified powers and duties. The act authorizes the authority to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. The act requires the authority to appoint an executive director to administer the affairs of the authority as directed by the authority. <ul style="list-style-type: none"> • This bill, notwithstanding the authority’s ability to delegate power to the executive director, would require any contract change order with a value greater than \$100,000,000 to be approved by the authority. 	

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<p>AB 2881 Lee D</p> <p>The Social Housing Act.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</p>	<p>Would enact the Social Housing Act and would create the California Housing Authority as an independent state body, the mission of which would be to ensure that social housing developments that are produced and acquired align with the goals of eliminating the gap between housing production and regional housing needs assessment targets and preserving affordable housing.</p> <ul style="list-style-type: none"> • The bill would prescribe a definition of social housing that would describe, in addition to housing owned by the authority, housing owned by other entities, as specified, provided that all social housing developed or authorized by the authority would be owned by the authority. • This bill would prescribe the composition of the California Housing Authority Board, which would govern the authority, and which would be composed of appointed members and members who would be elected by residents of social housing developments, as specified. • The bill would set forth the powers and duties of the authority and the board. • The bill would require the authority to seek to achieve revenue neutrality, as defined, and would require the authority to seek to recuperate the cost of development and operations over the life of its properties through mechanisms that maximize the number of Californians who can be housed without experiencing rent burden. 	
<p>AB 2937 Wicks D</p> <p>California Environmental Quality Act: streamlined environmental reviews.</p>	<p>2/15/2024-A. PRINT 2/16/2024-From printer. May be heard in committee March 17.</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 establishes certain</p>	

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		<p>processes, such as the preparation of a master EIR or a focused EIR, to streamline the environmental review of projects. CEQA states the intentions of the Legislature in enacting those streamlined environmental review processes.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those statements of intent. 	
<p>AB 2945 Alvarez D</p> <p>Enhanced infrastructure financing districts.</p>	<p>2/16/2024-A. PRINT 2/17/2024-From printer. May be heard in committee March 18.</p>	<p>Current law authorizes a city or county to designate one or more proposed enhanced infrastructure financing districts, defined as governmental entities, separate and distinct from the cities or counties that established them, constituted for the sole purpose of financing public facilities or other projects, pursuant to specified requirements. Current law declares that public benefits will accrue if local agencies are provided a means to finance the reuse and revitalization of former military bases, fund the creation of transit priority projects and the implementation of sustainable communities plans, fund projects that enable communities to adapt to the impacts of climate change, construct and rehabilitate affordable housing units, and construct facilities to house providers of consumer goods and services in the communities served by these efforts.</p> <ul style="list-style-type: none"> • This bill would make a nonsubstantive change to the provisions described above stating the declaration of the Legislature within the context of the provisions that authorize the creation of enhanced infrastructure financing districts. 	
<p>AB 3055 Carrillo, Juan D</p> <p>Vehicles: high-occupancy vehicle lanes: veterans.</p>	<p>2/16/2024-A. PRINT 2/17/2024-From printer. May be heard in committee March 18.</p>	<p>Would authorize the Department of Transportation and local authorities to permit exclusive or preferential use of high-occupancy vehicles (HOVs) lanes to be used by a vehicle driven by a disabled veteran of the United States Armed Forces, as defined, regardless of the number of passengers in the vehicle or the type of vehicle, provided that the vehicle is registered to or owned, and is driven, by the veteran and the vehicle displays a decal approved by the Department of Motor Vehicles.</p> <ul style="list-style-type: none"> • The bill would require the Department of Motor Vehicles to issue the 	

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		decad to an applicant, upon proof of eligibility that the applicant is a disabled veteran.	
AB 3123 Jones-Sawyer D Department of Transportation: state highways.	2/16/2024-A. PRINT 2/17/2024-From printer. May be heard in committee March 18.	Current law establishes the Department of Transportation and the California Transportation Commission, and vests with the department the obligation to improve and maintain state highways, including all traversable highways that have been adopted or designated as state highways by the commission. • This bill would make a nonsubstantive change to this provision.	Sponsor
AB 3152 Jones-Sawyer D Local government.	2/16/2024-A. PRINT 2/17/2024-From printer. May be heard in committee March 18.	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 provides the exclusive authority and procedure for the initiation, conduct, and completion of changes of organization and reorganization for cities and districts, except as specified. • This bill would make nonsubstantive changes to those provisions.	
ACA 2 Alanis 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.	
ACA 3 Lee 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.	

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ACA 16 Bryan D Environmental rights.	1/25/2024-A. PRINT 1/26/2024-From printer. May be heard in committee February 25.	The California Constitution declares various inalienable rights of the people, including the right to enjoy and defend life and liberty, acquire, possess, and protect property, and pursue and obtain safety, happiness, and privacy. This measure would amend the California Constitution to declare that the people have a right to clean air and water and a healthy environment.	
ACA 18 Wallis R Road usage charges: vote and voter approval requirements.	2/16/2024-A. PRINT 2/17/2024-From printer. May be heard in committee March 18.	The California Constitution requires any change in state statute that increases the tax liability of any taxpayer to be imposed by an act passed by 2/3 of the membership of each house of the Legislature, and prohibits specified taxes on real property from being so imposed. For these purposes, the California Constitution defines a “tax” as any state levy, charge, or exaction, except as described in certain exceptions. The California Constitution describes one of those exceptions as a charge imposed for entrance to or use of state property, or the purchase, rental, or lease of state property, except charges governed by a specified provision of the California Constitution. This measure, on or after its effective date, would provide that the exception described above does not include a road usage charge, as described, thereby requiring the imposition of this type of charge to be subject to the 2/3 vote requirement.	
SB 7 Blakespear D Planning and zoning: annual report: housing for extremely low income households.	1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 32. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	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 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.	

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		<ul style="list-style-type: none"> • This bill would revise and recast these provisions to specify that the income category includes extremely low income households, as defined. 	
SB 15 Grove R Oil imports: air quality emissions data.	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 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.	
SB 16 Smallwood-Cuevas D Civil rights: discrimination: enforcement.	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)	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. <ul style="list-style-type: none"> • This bill 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 ____. 	
SB 30 Umberg 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	

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		stations. • The bill would authorize the department to adopt rules and regulations for these purposes.	
SB 37 Caballero D Older Adults and Adults with Disabilities Housing Stability Act.	1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	Current law establishes various programs to address homelessness, including requiring the Governor to create an Interagency Council on 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. • This bill 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.	
SB 56 Skinner D 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	

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		<p>university, or reject all bids or proposals. Current law exempts certain transactions from these publication and award procedures.</p> <ul style="list-style-type: none"> • This bill 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 maintaining affordable student housing for the students of the University of California. 	
<p>SB 225 Caballero D</p> <p>Community Anti-Displacement and Preservation Program: statewide contract.</p>	<p>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)</p>	<p>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.</p> <ul style="list-style-type: none"> • This bill 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. • The bill 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. • The bill would require the program manager to make loans to eligible borrowers, as defined, based on underwriting guidelines approved by the department. • The bill 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. 	

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SB 233 Skinner D Battery electric vehicles and electric vehicle supply equipment: bidirectional capability.	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)	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.	
SB 251 Newman D Candidates' statements: false statements.	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.	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 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. • This bill would increase the maximum fine amount to \$5,000.	
SB 252 Gonzalez 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. • The bill would require the boards to liquidate investments in a fossil fuel company on or before July 1, 2031.	

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		<ul style="list-style-type: none"> • The bill 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. • The bill 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. 	
SB 295 Dodd 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. <ul style="list-style-type: none"> • This bill would additionally include certain transportation devices for the purposes of this provision, including, among other things, scooters, pocket bicycles, and golf carts, as specified. 	
SB 301 Portantino D Vehicular air pollution: Zero-Emission Aftermarket Conversion Project.	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)	Would require the State Air Resources Board to establish the Zero-Emission Aftermarket Conversion Project (ZCAP), upon appropriation by 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. <ul style="list-style-type: none"> • The bill 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. • The bill would also require the state board’s guidelines to require that an 	

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		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.	
SB 393 Glazer D California Environmental Quality Act: judicial challenge: identification of contributors: housing development projects.	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)	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. <ul style="list-style-type: none"> • This bill 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. • The bill would authorize the motion to be heard on shortened time at the court's discretion. • The bill would authorize a plaintiff or petitioner to request the court's permission to withhold the public disclosure of a person or entity who made a monetary contribution. • The bill 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. 	
SB 422 Portantino D	9/14/2023-A. 2 YEAR 9/14/2023-Failed Deadline	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion	

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California Environmental Quality Act: expedited environmental review: climate change regulations.	pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/12/2023)(May be acted upon Jan 2024)	<p>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"> • This bill 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. 	
<p>SB 511 Blakespear D</p> <p>Greenhouse gas emissions inventories.</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>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years.</p> <ul style="list-style-type: none"> • This bill 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. • The bill 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 	

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		<p>year 2030 and every 5th year thereafter.</p> <ul style="list-style-type: none"> • The bill would authorize the state board to solicit bids and enter into contracts for the development of the inventories. • The bill 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. 	
<p>SB 532 Wiener D</p> <p>San Francisco Bay area toll bridges: tolls: transit operating expenses.</p>	<p>7/5/2023-A. APPR. 8/23/2023-August 23 set for first hearing canceled at the request of author.</p>	<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"> • The bill 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. • The bill 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. 	
<p>SB 534 Padilla D</p> <p>Equitable Access to Job Opportunity Pilot Program.</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 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.</p> <ul style="list-style-type: none"> • The bill 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. 	

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		<ul style="list-style-type: none"> • The bill 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. • The bill 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. • The bill would make the bill’s provisions operative only upon appropriation by the Legislature. • The bill would repeal the bill’s provisions on January 1, 2028. 	
<p>SB 537 Becker D</p> <p>Open meetings: multijurisdictional, cross-county agencies: teleconferences.</p>	<p>9/14/2023-A. INACTIVE FILE 9/14/2023-Ordered to inactive file on request of Assembly Member Bryan.</p>	<p>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 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"> • This bill 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. • The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing 	

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		<p>provisions if the eligible legislative body has adopted an authorizing resolution, as specified.</p> <ul style="list-style-type: none"> • The bill 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. • The bill 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. 	
<p>SB 547 Blakespear D</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"> • The bill 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. • The bill would authorize the lease to include a requirement that a 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. • The bill 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. 	

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SB 638 Eggman D Climate Resiliency and Flood Protection Bond Act of 2024.	6/15/2023-A. W.,P. & W. 7/6/2023-July 11 hearing postponed by committee.	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.	
SB 672 McGuire 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. • This bill 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.	
SB 721 Becker 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. • The bill 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. • The bill 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.	
SB 724 Glazer 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	

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		<p>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 services.</p> <ul style="list-style-type: none"> • This bill 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. 	
<p>SB 768 Caballero D</p> <p>California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.</p>	<p>1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.</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"> • This bill 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 	

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		as a metric for measuring transportation impacts pursuant to CEQA, as specified.	
SB 795 Stern D Energy: building energy efficiency: heating, ventilation, and air-conditioning equipment sale registry and compliance tracking system: electronic statewide compliance documentation data repository.	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)	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. <ul style="list-style-type: none"> • This bill 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. 	
SB 827 Glazer D San Francisco Bay Area Rapid Transit District: Office of the BART Inspector General.	1/29/2024-A. DESK 1/29/2024-Read third time. Passed. (Ayes 39. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	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. <ul style="list-style-type: none"> • This bill would provide that the BART Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, 	

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		<p>independent, and objective audit and investigation program.</p> <ul style="list-style-type: none"> • The bill 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 district. • The bill 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. 	
<p>SB 867 Allen D</p> <p>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.</p>	<p>6/20/2023-A. NAT. RES. 7/6/2023-July 10 hearing postponed by committee.</p>	<p>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.</p>	
<p>SB 892 Padilla D</p> <p>Public contracts: artificial intelligence services: safety, privacy, and nondiscrimination standards.</p>	<p>2/14/2024-S. G.O. 2/14/2024-Referred to Coms. on G.O. and JUD.</p>	<p>Would require the Department of Technology to establish safety, privacy, and nondiscrimination standards relating to artificial intelligence services, as defined. Commencing August 1, 2025, the bill would prohibit a contract for artificial intelligence services, as defined, from being entered into by the state unless the provider meets those standards.</p> <ul style="list-style-type: none"> • This bill would require the Department of Technology to report to the Legislature regarding the standards it establishes, as specified. 	

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SB 896 Dodd D Artificial Intelligence Accountability Act.	2/14/2024-S. G.O. 2/14/2024-Referred to Coms. on G.O. and JUD.	Current law requires the Secretary of Government Operations to develop a coordinated plan to, among other things, investigate the feasibility of, and obstacles to, developing standards and technologies for state departments to determine digital content provenance. For the purpose of informing that coordinated plan, current law requires the secretary to evaluate, among other things, the impact of the proliferation of deepfakes, defined to mean audio or visual content that has been generated or manipulated by artificial intelligence that would falsely appear to be authentic or truthful and that features depictions of people appearing to say or do things they did not say or do without their consent, on state government, California-based businesses, and residents of the state. <ul style="list-style-type: none"> • This bill, the Artificial Intelligence Accountability Act, would, among other things, require the Government Operations Agency, the Department of Technology, and the Office of Data and Innovation to produce a State of California Benefits and Risk of Generative Artificial Intelligence Report that includes certain items, including an examination of the most significant, potentially beneficial uses for deployment of generative artificial intelligence tools by the state, and would require those entities to update the report, as prescribed. 	
SB 915 Cortese D Local government: autonomous vehicles.	2/21/2024-S. L. GOV. 2/21/2024-Referred to Coms. on L. GOV. and TRANS.	Would prohibit an autonomous vehicle service, which has received approval to conduct commercial passenger service or engage in commercial activity using driverless vehicles by the Department of Motor Vehicles, the Public Utilities Commission, or another state agency, from commencing operation within a local jurisdiction until authorized by a local ordinance enacted pursuant to the bill's provisions. <ul style="list-style-type: none"> • The bill would authorize each city, county, or city and county in which an autonomous vehicle has received authorization to operate, to protect the public health, safety, and welfare by adopting an ordinance or resolution in regard to autonomous vehicle services within that jurisdiction. • The bill would require each city, county, or city and county that adopts an ordinance or resolution to include certain provisions within that 	

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		ordinance or resolution. These would include a policy for entry into the business of providing autonomous vehicle services including a permitting program, the establishment of reasonable vehicle caps and hours of service restrictions, and the establishment of an interoperability or override system accessible by first responders in case of an emergency.	
SB 917 Skinner D Budget Act of 2024.	1/10/2024-S. BUDGET & F.R. 1/10/2024-Introduced. Read first time. Referred to Com. on B. & F.R. To print.	Would make appropriations for the support of state government for the 2024–25 fiscal year.	
SB 925 Wiener D San Francisco Bay area: local revenue measure: transportation improvements.	1/11/2024-S. RLS. 2/14/2024-Referred to Com. on RLS.	Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact subsequent legislation to authorize the Metropolitan Transportation Commission to propose a revenue measure to the voters in its jurisdiction to fund the operation, expansion, and transformation of the San Francisco Bay area’s public transportation system, as well as other transportation improvements. 	
SB 926 Wahab D San Francisco Bay area: public transportation.	2/14/2024-S. TRANS. 2/14/2024-Referred to Com. on TRANS.	Current law creates the Metropolitan Transportation Commission as a local area planning agency for the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Current law creates various transit districts located in the San Francisco Bay area, with specified powers and duties relating to providing public transit services. Current law establishes the Transportation Agency, consisting of various state agencies under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on	

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		legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. • This bill would require the Transportation Agency to develop a plan to consolidate all transit agencies, as defined, that are located within the geographic jurisdiction of the Metropolitan Transportation Commission.	
SB 936 Seyarto R California Environmental Quality Act: exemption: road and safety improvement projects.	2/29/2024-S. E.Q. 2/29/2024-Re-referred to Coms. on E.Q. and TRANS.	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. • This bill would exempt from CEQA activities or projects undertaken by the Department of Transportation for road and safety improvements at any of the 15 locations in the state highway system with the highest rates of vehicle collisions at any given time, as determined in accordance with data collected by the department.	
SB 947 Seyarto R Department of Transportation: state highway projects: agreements with public entities: project design changes.	2/14/2024-S. TRANS. 2/14/2024-Referred to Com. on TRANS.	Would require the Department of Transportation, in an agreement with a city, county, or other public entity for the contribution of funds for the acquisition, construction, or improvement of any portion of state highway, to include a provision that makes the department responsible for any additional costs associated with a new project design adopted by the department after the project is included in the state transportation improvement program or the state highway operation and protection program, as specified. • The bill would also make this provision applicable to agreements in effect as of January 1, 2025.	
SB 955 Seyarto R	2/21/2024-S. L. GOV. 2/21/2024-Referred to Com. on L. GOV.	Current law authorizes a local agency to finance infrastructure projects through various means, including by establishing an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant	

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Office of Planning and Research: Infrastructure Gap-Fund Program.		benefits to the district or the surrounding community. • This bill would require the Office of Planning and Research, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to assist local agencies in developing and constructing infrastructure projects. • The bill would require the office to develop guidelines and criteria to implement the program.	
SB 960 Wiener D Transportation: planning: transit priority projects: multimodal.	2/14/2024-S. TRANS. 2/28/2024-Set for hearing April 9.	Would require all transportation projects funded or overseen by the Department of Transportation to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.	
SB 961 Wiener D Vehicles: safety equipment.	2/14/2024-S. TRANS. 2/28/2024-Set for hearing April 9.	The Department of the California Highway Patrol regulates the safe operation of specified vehicles, including motortrucks of 3 or more axles that are more than 10,000 pounds, truck tractors, trailers, semitrailers, and buses. Current federal law regulates required safety equipment on vehicles, including rear impact guards on certain large trucks to prevent rear underrides in collisions with passenger vehicles. • This bill would require certain trucks and trailers to also be equipped with side guards, as specified.	
SB 983 Wahab D Energy: gasoline stations and alternative fuel infrastructure.	2/21/2024-S. E. U., & C. 2/29/2024-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.	Would require the State Energy Resources Conservation and Development Commission, upon appropriation by the Legislature, to form the Alternative Fuels Infrastructure Taskforce to conduct a study on retail gasoline fueling stations and alternative fuels infrastructure, as provided. • The bill would require the taskforce, on or before January 1, 2027, to submit to the Legislature a report on the study with recommendations.	
SB 984 Wahab D	2/14/2024-S. G.O. 2/29/2024-From committee with author's amendments. Read	Current law establishes procedures for state agencies to enter into contracts for goods and services, including generally requiring that certain contracts by a state agency, including, but not limited to, contracts for the	

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Public agencies: project labor agreements.	second time and amended. Re-referred to Com. on G.O.	<p>construction, alteration, improvement, repair, or maintenance of property, be approved by the Department of General Services. Current law authorizes a public entity to use, enter into, or require contractors to enter into, a project labor agreement, as defined, for a construction project, if the agreement includes specified taxpayer protection provisions.</p> <ul style="list-style-type: none"> • This bill would authorize a state agency to undertake a major state construction project only if that project is governed by a project labor agreement and if that project labor agreement includes community benefit goals, as specified, and would define various terms for these purposes. • The bill would authorize the Governor to waive this requirement if the state agency has attempted to comply with this requirement and the Governor makes a written determination that the application of this requirement would be impracticable. 	
SB 986 Seyarto R Ballot label: bond measure fiscal impact.	2/14/2024-S. E. & C.A. 2/14/2024-Referred to Com. on E. & C.A.	<p>Current law prescribes the form and content of the ballot label for candidates and measures on the ballot, and requires the ballot label for statewide measures to include a condensed version of the title and summary, including the fiscal impact summary. Current law requires local governments, when submitting a measure for voter approval for the issuance of bonds that will be secured by an ad valorem tax, to provide voters a statement that includes estimates of the total debt service and tax rates required to fund the bonds, as specified.</p> <ul style="list-style-type: none"> • This bill would require, for state bond measures and for local measures to approve the issuance of bonds that will be secured by an ad valorem tax, the ballot label to include a summary of the measure’s fiscal impact in a specified form. 	
SB 988 Wiener D Freelance Worker Protection Act.	2/14/2024-S. L., P.E. & R. 2/14/2024-Referred to Coms. on L., P.E. & R. and JUD.	<p>Would impose minimum requirements, commencing January 1, 2025, relating to contracts between a hiring party and a freelance worker, defined as a person, as specified, that is hired or retained as an independent contractor by a hiring party to provide professional services in exchange for an amount equal to or greater than \$250, as specified. Specifically, the</p>	

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		<p>bill would require a hiring entity to pay a freelance worker the compensation specified by a contract for professional services on or before the date specified by the contract or, if the contract does not specify a date, no later than 30 days after completion of the freelance worker’s services.</p> <ul style="list-style-type: none"> • The bill would require a contract between a hiring party and a freelance worker to be in writing and would require a hiring party to retain a copy of the contract for no less than 6 years. • The bill would prohibit a hiring party from discriminating or taking adverse action against a freelance worker for taking specified actions relating to the enforcement of these provisions. • The bill would authorize an aggrieved freelance worker, the Labor Commissioner, or a public prosecutor to bring a civil action to enforce these provisions, as specified. 	
<p>SB 993 Becker D</p> <p>Clean energy development incentive rate tariff.</p>	<p>2/14/2024-S. E. U., & C. 2/14/2024-Referred to Com. on E., U. & C.</p>	<p>Would require the Public Utilities Commission, on or before July 1, 2026, in a new or existing proceeding, to evaluate and, if just and reasonable, establish a clean energy development incentive rate time-of-use tariff to encourage the development of new commercial or industrial electrical loads that contribute to the state’s efforts to reduce the emissions of greenhouse gases.</p> <ul style="list-style-type: none"> • The bill would require the tariff to offer lower rates for customers and to meet specified requirements, including, among other things, that the program only be open to new electrical customers that did not establish service before January 1, 2025, or to existing electrical customers that are expected to increase their total annual electrical demand by more than 50% after beginning service under the tariff. • The bill would require that the tariff only be open to customers with certain uses, including producing hydrogen using an electrolysis of water and using electricity to provide industrial process heat. 	

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SB 1027 Menjivar D Political Reform Act of 1974: disclosures.	2/14/2024-S. E. & C.A. 2/14/2024-Referred to Coms. on E. & C.A. and JUD.	The Political Reform Act of 1974 provides for the comprehensive regulation of campaign financing, including requiring the reporting of campaign contributions and expenditures and imposing other reporting and recordkeeping requirements on campaign committees. The act requires a committee that receive contributions totaling \$2,000 or more in a calendar year to file a statement of organization with the Secretary of State and, if applicable, a local filing officer. <ul style="list-style-type: none"> • This bill would authorize a campaign committee to redact the bank account number on a copy of a statement of organization filed with a local filing officer, and it would require the Secretary of State to redact the bank account number on a statement of organization filed with the Secretary of State before making the statement available to the public in any form. 	
SB 1031 Wiener D Legislative review of state agency action.	2/6/2024-S. RLS. 2/14/2024-Referred to Com. on RLS.	Current law requires a state agency, as specified, to notify the Joint Legislative Budget Committee not less than 60 days prior to the effective date on which the state agency will establish or change a federal aid allocation formula to a local agency. If the chairman of the committee informs committee members of his intention to waive the 60-day notification period, current law permits the chairman to grant a waiver of that notification period after receipt of the notification. Under existing law, upon the request of the chairman or any member of the committee, the committee must schedule a hearing on the proposed allocation formula to be established or changed. <ul style="list-style-type: none"> • This bill would make technical, nonsubstantive changes to those provisions to use gender-neutral language. 	
SB 1037 Wiener D Planning and zoning: general plan.	2/6/2024-S. RLS. 2/14/2024-Referred to Com. on RLS.	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. Current law requires the planning agency of a city or county to provide an annual report to certain specified entities by April 1 of each year that includes specified information. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to those provisions. 	

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SB 1086 Seyarto R Sales and Use Tax Law: motor vehicle fuel tax: sales price: gross receipts.	2/21/2024-S. REV. & TAX 2/21/2024-Referred to Com. on REV. & TAX.	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 sales and use tax laws provide a partial exemption from the taxes imposed by those laws for motor vehicle fuel that is subject to the taxes imposed by the Motor Vehicle Fuel Tax Law. <ul style="list-style-type: none"> • This bill, beginning January 1, 2025, would exclude from the terms “gross receipts” and “sales price” under the Sales and Use Tax Law the amount of any motor vehicle fuel tax imposed pursuant to the Motor Vehicle Fuel Tax Law. 	
SB 1087 Grove R Oil imports: air quality emissions data.	2/21/2024-S. E.Q. 2/21/2024-Referred to Coms. on E.Q. and E., U. & C.	The Petroleum Industry Information Reporting Act of 1980, requires refiners, as defined, to report monthly to the State Energy Resources Conservation and Development Commission (Energy Commission), for each of their refineries, specified information, including the origin of petroleum receipts and the source of imports of finished petroleum products. <ul style="list-style-type: none"> • This bill 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. 	
SB 1092 Blakespear D Coastal Resources and Energy Assistance Act.	2/12/2024-S. RLS. 2/21/2024-Referred to Com. on RLS.	The current Coastal Resources and Energy Assistance Act authorizes the Secretary of the Natural Resources Agency, after consulting with the California Coastal Commission and the State Lands Commission concerning offshore energy activities, to award grants to coastal communities and cities to be used for certain purposes relating to the planning, implementation, monitoring, and enforcement of offshore energy development, consistent with the requirements of the state’s coastal	

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		<p>management program.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes in that provision. 	
<p>SB 1098 Blakespear D</p> <p>Passenger and freight rail: LOSSAN Rail Corridor.</p>	<p>2/21/2024-S. TRANS. 2/21/2024-Referred to Com. on TRANS.</p>	<p>Would require the Secretary of Transportation to provide strategic guidance, recommendations, and facilitate all necessary coordination, collaboration, and intervention when necessary between stakeholders, to ensure the performance of the LOSSAN Rail Corridor, as specified.</p> <ul style="list-style-type: none"> • This bill would also require the Secretary of Transportation, in consultation with the Director of Transportation, to submit a report to the Legislature on or before January 1, 2026, regarding the LOSSAN Rail Corridor that includes specified information, including certain recommendations made by the department and the California Transportation Commission, in consultation with the Secretary for Environmental Protection. • The bill would also require the Secretary of Transportation to submit a report to the Legislature on or before January 1, 2027, and biennially thereafter, on the management of the LOSSAN Rail Corridor, as provided. 	
<p>SB 1111 Min D</p> <p>Public officers.</p>	<p>2/13/2024-S. RLS. 2/21/2024-Referred to Com. on RLS.</p>	<p>Under current law a public officer is not deemed to be interested in a contract entered into by a body or board of which the officer is a member if the officer has only a remote interest, as defined, in the contract and if the fact of that interest is disclosed to the body or board of which the officer is a member, noted in its official records, and the body or board authorizes, approves, or ratifies the contract by a vote of its membership sufficient for the purpose without counting the vote of the officer with the remote interest.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to these provisions. 	
<p>SB 1134 Caballero D</p> <p>Surplus land.</p>	<p>2/13/2024-S. RLS. 2/21/2024-Referred to Com. on RLS.</p>	<p>Current law prescribes requirements for the disposal of surplus land by a local agency. Current law requires a local agency to take formal action in a regular public meeting to declare that land is surplus and is not necessary for the agency's use and to declare land as either surplus land or exempt</p>	

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		<p>surplus land, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures. Different requirements apply to disposal, depending on the declaration as “surplus land” or “exempt surplus land” as current law defines those terms. Current law, except as specified, requires any local agency disposing of surplus land to send, before disposing of that property or participating in negotiations to dispose of that property with a prospective transferee, a written notice of availability of the property to entities specific to the purpose of the availability.</p> <ul style="list-style-type: none"> • This bill would correct a cross-reference in that notice provision and make other nonsubstantive changes. 	
<p>SB 1135 Limón D</p> <p>Greenhouse Gas Reduction Fund: income taxes: credit.</p>	<p>2/21/2024-S. N.R. & W. 2/21/2024-Referred to Coms. on N.R. & W. and REV. & TAX.</p>	<p>Current law, the California Global Warming Solutions Act of 2006, designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. 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. Current law continuously appropriates the annual proceeds of the fund to the various purposes.</p> <ul style="list-style-type: none"> • This bill, in the 2025–26 fiscal year through the 2035–36 fiscal year, would transfer 1% of the annual proceeds of the Greenhouse Gas Reduction Fund, not to exceed \$120,000,000 per fiscal year, to the California Compost Tax Credit Fund, which the bill would establish. • This bill contains other related provisions and other existing laws. 	
<p>SB 1136 Stern D</p>	<p>2/21/2024-S. E.Q. 2/21/2024-Referred to Com. on E.Q.</p>	<p>The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once</p>	

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California Global Warming Solutions Act of 2006: report.		<p>every 5 years. Current law requires the state board to present an informational report on the reported emissions of greenhouse gases, criteria pollutants, and toxic air contaminants from all sectors covered by the scoping plan at least once a year at a hearing of the Joint Legislative Committee on Climate Change Policies.</p> <ul style="list-style-type: none"> • This bill would instead require that informational report to cover topics related to the scoping plan, as directed by the Joint Legislative Committee on Climate Change Policies. 	
<p>SB 1138 Newman D</p> <p>Pupil transportation.</p>	<p>2/14/2024-S. RLS. 2/21/2024-Referred to Com. on RLS.</p>	<p>Current law authorizes the governing board of a school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist to do so.</p> <ul style="list-style-type: none"> • This bill would state the intent of the Legislature to enact future legislation relating to pupil transportation. 	
<p>SB 1140 Caballero D</p> <p>Enhanced infrastructure financing district.</p>	<p>2/21/2024-S. L. GOV. 2/21/2024-Referred to Coms. on L. GOV. and E.Q.</p>	<p>Current law authorizes the legislative body of a city or a county to designate a proposed enhanced infrastructure financing district, with a governing body referred to as the public financing authority, by adopting a resolution of intention to establish the proposed district. Current law requires an enhanced infrastructure financing district to only finance public capital facilities and specified other projects that provide significant benefits to the district or surrounding community, including projects that enable communities to adapt to the impacts of climate change. Current law requires the legislative body to direct the city official or county official, as applicable, selected by the legislative body, to mail a copy of the resolution to each affected taxing entity.</p> <ul style="list-style-type: none"> • This bill would authorize the city official or county official, as applicable, to, instead, electronically submit a copy of the resolution to each affected taxing entity. 	

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SB 1155 Hurtado D Political Reform Act of 1974: postgovernment employment restrictions.	2/21/2024-S. E. & C.A. 2/21/2024-Referred to Com. on E. & C.A.	Under current law, Members of the Legislature, elected state officers, and designated employees of state administrative agencies are subject to various restrictions on their activities following their departure from state service. <ul style="list-style-type: none"> • This bill would, for a period of one year after leaving office, prohibit the head of a state administrative agency from engaging in any activity to influence legislative or administrative action by the Legislature or a state administrative agency that would require the individual to register as a lobbyist. 	
SB 1157 Hurtado D State contracts: certification process.	2/21/2024-S. G.O. 2/21/2024-Referred to Coms. on G.O. and L., P.E. & R.	Current law requires a contract entered into by any state agency for the procurement or laundering of apparel, garments, or corresponding accessories, or the procurement of equipment, materials, or supplies, other than procurement related to a public works contract, to require that a contractor certify that nothing furnished to the state pursuant to the contract has been laundered or produced by certain types of labor. Current law makes any person who falsely certifies pursuant to these provisions guilty of a misdemeanor. <ul style="list-style-type: none"> • This bill would revise the above contracting requirements to also require a contractor to certify, under penalty of perjury, that the contract complies with specified requirements relating to human trafficking, including certain prohibitions on contractors, contractor employees, subcontractors, subcontractor employees, and their agents. • The bill would require contractors and subcontractors to notify employees of specified prohibited activities and the actions that may be taken against them for violations. • The bill would provide that a contractor is ineligible for, and shall not bid on, or submit a proposal for, a contract under these provisions if the contractor has failed to certify its compliance. • The bill would also require a contractor to exercise due diligence in ensuring that its subcontractors comply with those requirements, including requiring each subcontractor to sign a certification under penalty of 	

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		perjury. By expanding the scope of a crime, the bill would impose a state-mandated local program.	
SB 1162 Cortese D Public contracts: skilled and trained workforce requirement.	2/21/2024-S. L., P.E. & R. 2/21/2024-Referred to Com. on L., P.E. & R.	Current law establishes requirements that apply when a public entity is required by statute or regulation to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce to complete a contract or project. Current law also authorizes a public entity to require that a bidder, contractor, or other entity use a skilled and trained workforce, regardless of whether they are required to do so by a statute or regulation. Current law requires a public entity to include a notice in all bid documents and construction contracts when the use of a skilled and trained workforce is required. Current law specifies that the failure of a public entity to include that notice does not excuse a public entity from the requirement to obtain an enforceable commitment that a bidder, contractor, or other entity will use a skilled and trained workforce or, if the requirement is imposed by a statute or regulation, the bidder, contractor, or other entity from that obligation to use a skilled or trained workforce. <ul style="list-style-type: none"> • This bill would specify that the above described provisions apply to a commitment from or obligation on a bidder, contractor, subcontractor, or other entity. 	
SB 1172 Grove R Personal income tax.	2/14/2024-S. RLS. 2/21/2024-Referred to Com. on RLS.	The Personal Income Tax Law imposes taxes on taxable income, as provided. <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the provision that names that law. 	
SB 1199 Roth D Automated traffic enforcement systems.	2/29/2024-S. TRANS. 2/29/2024-Referred to Com. on TRANS.	Existing law authorizes the limit line, intersection, or other places where a driver is required to stop to be equipped with an automated traffic enforcement system if the governmental agency utilizing the system meets certain requirements. <ul style="list-style-type: none"> • This bill would delete obsolete provisions of those requirements and would make other technical, nonsubstantive changes. 	

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SB 1204 Archuleta D Planning and Zoning Law: electric vehicle charging stations.	2/15/2024-S. RLS. 2/29/2024-Referred to Com. on RLS.	Existing law, the Planning and Zoning Law, with regard to zoning regulations, requires every city, county, and city and county to administratively approve an application to install electric vehicle charging stations and, until January 1, 2030, hydrogen-fueling stations that meet certain requirements, through the issuance of a building permit or similar nondiscretionary permit, as prescribed. • This bill would make nonsubstantive changes to those provisions.	
SB 1207 Dahle R Buy Clean California Act: eligible materials.	2/29/2024-S. G.O. 2/29/2024-Referred to Coms. on G.O. and E.Q.	The Buy Clean California Act requires the Department of General Services, by January 1, 2022, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department’s internet website, a maximum acceptable global warming potential for each category of eligible materials, as defined, in accordance with specified requirements. Current law defines “eligible materials” for those purposes to mean carbon steel rebar, flat glass, mineral wool board insulation, or structural steel. By January 1, 2025, and every 3 years thereafter, current law requires the department to review the maximum acceptable global warming potential for each category of eligible materials, as provided. • This bill would revise the definition of “eligible materials” to delete mineral wool board insulation and additionally include insulation.	
SB 1216 Blakespear D Transportation projects: Class III bikeways: prohibition.	2/29/2024-S. TRANS. 2/29/2024-Referred to Com. on TRANS.	Would prohibit, on and after January 1, 2025, an agency responsible for the development or operation of bikeways or highways where bicycle travel is permitted from installing a Class III bikeway or restriping a Class III bikeway on a highway that has a posted speed limit greater than 30 miles per hour.	
SB 1221 Min D Equitable Building Decarbonization Program: report.	2/15/2024-S. RLS. 2/29/2024-Referred to Com. on RLS.	Current law requires the State Energy Resources Conservation and Development Commission to establish the Equitable Building Decarbonization Program, which includes establishing a statewide incentive program for low-carbon building technologies and the direct install program to fund certain project. Current law authorizes the	

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		<p>commission to administer the direct install program through regional direct install third-party implementers, as specified. Current law requires that the direct install program give preference to projects in buildings that meet specified criteria. The Budget Act of 2022 appropriated \$112,000,000 from the General Fund for purposes of the Equitable Building Decarbonization Program. Current law requires the commission, on or before September 1, 2024, and annually thereafter until the moneys described above have been expended, to submit a report to the relevant policy committees of the Legislature that includes information about the progress of the direct install program, including the selected administrators and implementers and implementation progress, as specified.</p> <ul style="list-style-type: none"> • This bill would make nonsubstantive changes to the above-described provision involving this report. 	
<p>SB 1239 Grove R</p> <p>California Environmental Quality Act: exemption: railroad grade crossing closure.</p>	<p>2/29/2024-S. E.Q. 2/29/2024-Referred to Coms. on E.Q. and TRANS.</p>	<p>Current law, until January 1, 2025, exempts from the California Environmental Quality Act (CEQA) the closure of a railroad grade crossing by order of the Public Utilities Commission if the commission finds the crossing to present a threat to public safety. Current law makes this exemption inapplicable to any crossing for high-speed rail or any crossing for a project carried out by the High-Speed Rail Authority. Current law requires the lead agency to file the notice of exemption with specified public entities.</p> <ul style="list-style-type: none"> • This bill would delete the January 1, 2025, sunset date, thereby applying these provisions permanently. Because the bill would impose additional duties on lead agencies with regards to the filing of the notice of exemption, this bill would impose a state-mandated local program. 	
<p>SB 1259 Niello R</p> <p>California Environmental Quality Act: judicial review.</p>	<p>2/29/2024-S. E.Q. 2/29/2024-Referred to Coms. on E.Q. and JUD.</p>	<p>Would authorize a defendant, in an action brought under the California Environmental Quality Act (CEQA), 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.</p>	

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		<ul style="list-style-type: none"> • The bill would authorize the motion to be heard on shortened time at the court’s discretion. • The bill would authorize a plaintiff or petitioner to request the court’s permission to withhold the public disclosure of a person or entity who made a monetary contribution. • The bill 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 project of any person or entity that contributes in excess of \$10,000 to the costs of the action, as specified. • The bill would, except as provided, prohibit those disclosures from being admissible into evidence for any purpose. • The bill would provide that a failure to comply with these requirements may be grounds for dismissal of the action by the court. 	
<p>SB 1271 Min D</p> <p>Electric bicycles, powered mobility devices, and storage batteries.</p>	<p>2/29/2024-S. TRANS. 2/29/2024-Referred to Com. on TRANS.</p>	<p>Would clarify that an electric bicycle is a bicycle equipped with fully operable pedals and an electric motor with continuous rated mechanical power of not more than 750 watts.</p> <ul style="list-style-type: none"> • The bill would, if an electric bicycle is capable of operating in multiple modes, require a manufacturer and distributor to include on the label the classification number of all classes of which it is capable of operating. • The bill would prohibit specified vehicles from being advertised, sold, offered for sale, or labeled as electric bicycles, as specified. Because the bill would impose new requirements for electric bicycles, the violation of which would be a crime, the bill would impose a state-mandated local program. • This bill contains other related provisions and other existing laws. 	
<p>SB 1303 Caballero D</p>	<p>2/15/2024-S. RLS. 2/29/2024-Referred to Com. on RLS.</p>	<p>Current law requires that, except as specified, not less than the general prevailing rate of per diem wages, determined by the Director of Industrial Relations, be paid to workers employed on public works projects. Current</p>	

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Public works: prevailing wage.		law defines the term “public works” for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. • This bill would state the intent of the Legislature to enact subsequent legislation related to the use of for-profit labor compliance entities for the monitoring and enforcement of prevailing wage laws on public works projects.	
SB 1387 Newman D California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.	2/16/2024-S. RLS. 2/29/2024-Referred to Com. on RLS.	The State Air Resources Board administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles. • This bill would state the intent of the Legislature to enact subsequent legislation to amend the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project.	
SB 1417 Allen D Transit districts: prohibition orders.	2/29/2024-S. TRANS. 2/29/2024-Referred to Com. on TRANS.	Current law prohibits certain acts by a person with respect to the property, facilities, or vehicles of a transit district. Current law authorizes the Fresno Area Express, the Los Angeles County Metropolitan Transportation Authority, the Sacramento Regional Transit District, the San Francisco Bay Area Rapid Transit District, and the Santa Clara Valley Transportation Authority to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. • This bill would provide that the Santa Monica Department of Transportation is also a transit district for purposes of these provisions regarding prohibition orders.	

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FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
<p>H.R. 2848 Rep. Ayanna Pressley (D - MA)</p>	<p>FREEDOM TO MOVE ACT</p> <p>A bill to direct the Secretary of Transportation to carry out a grant program to support efforts to provide fare-free transit service, and for other purposes.</p>	<p>4/25/23 – Re-introduced in the House</p> <p>4/15/21 – Re-introduced in the House and Senate</p> <p>8/27/20 - Board adopts a support position</p>
<p>H. R. 2617</p>	<p>OMNIBUS SPENDING BILL FEDERAL FISCAL YEAR 2023</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</p>	<p>12/29/2022 – Signed into law by President Biden</p> <p>12/23/2022 – Adopted by the House</p> <p>12/22/2022 – Adopted by the Senate</p>

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	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.	
HR 4346	<p>CHIPS AND SCIENCE ACT</p> <p>The bill includes billions of dollars in new spending to increase domestic production of semiconductor chips and boost economic competitiveness in other industries through investments in manufacturing, research and development, and workforce development. Included in this legislation are two provisions that can support Metro’s Center for Transportation Excellence initiative, which in partnership with the County of Los Angeles aims to establish a rail rolling stock manufacturing center in Los Angeles County. Specifically, the bill provides \$10 billion over five years to create 20 regional technology and innovation hubs around the United States. It also greatly expands the Manufacturing USA program which will allow for the establishment of new Manufacturing USA Institutes around the country.</p>	08/09/2022 - Became Public Law No: 117-167

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<p>HR 5376 Rep. John Yarmuth (D-KY)</p>	<p>BUILD BACK BETTER ACT This bill provides funding, establishes programs, and otherwise modifies provisions relating to a broad array of areas, including education, labor, child care, health care, taxes, immigration, and the environment.</p>	<p>11/19/21 – Passed the House Awaits action in the Senate</p>
<p>S. 1931 Sen. Tom Carper (D- DE)</p> <p>H.R. 5228 / S. 2726</p> <p>Rep. Henry “Hank” C. Johnson, Jr. (D-GA) and</p>	<p>THE SURFACE TRANSPORTATION REAUTHORIZATION ACT OF 2021 Sets baseline funding level at a historic high of \$303.5 billion for Department of Transportation programs for highways, roads, and bridges.</p> <p>PUBLIC TRANSPORTATION EXPANSION ACT The <i>Public Transportation Expansion Act</i> would create a Federal grant program to fund public transportation expansion to serve low-income communities and connect affordable</p>	<p>5/26/21 – adopted by the Senate Committee on Environment and Public Works (EPW)</p> <p>08/10/21 - The EPW-passed reauthorization bill was incorporated into Infrastructure Investment and Jobs Act (H.R. 3684, as amended), and passed out of the U.S. Senate.</p> <p>11/15/21 – Bill signed into law as part of the Infrastructure Investment and Jobs Act 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>Senator Jon Ossoff (D-GA)</p>	<p>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>	
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<p>H. R. 3684</p> <p>Rep. Peter DeFazio (D-OR)</p>	<p>INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION (INVEST) IN AMERICA ACT</p> <p>The “INVEST in America Act” makes a total of \$495.4 billion in funding authorizations over five fiscal years (2021 to 2025), of which \$412.2 billion is contract authority from the Highway Trust Fund and \$83.0 billion is authorization for subsequent appropriations from the general fund. This total is an increase of over 60% above the current surface transportation bill. The bill also includes a number of policy priorities that Metro has advocated for including Local Hire, Projects of National and Regional Significance, New Starts, and workforce development.</p>	<p>7/1/21 – Passed the House 8/10/21 – Passed the Senate with substitute amendment language referred to as the Bipartisan Infrastructure Framework – short title changed to “Infrastructure Investment and Jobs Act”.</p> <p>11/15/21 – Reauthorization legislation signed into law</p> <p>6/25/20 - Board adopts a Support position</p>
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<p>H.R. 4550</p> <p>Rep. David Price (D – NC)</p>	<p>TRANSPORTATION, HOUSING, AND URBAN DEVELOPMENT, AND RELATED AGENCIES APPROPRIATIONS ACT, 2022</p> <p>This bill provides FY2022 appropriations to the Department of Transportation (DOT), the Department of Housing and Urban Development (HUD), and several related agencies.</p>	<p>03/15/22 – Became law as part of the H.R. 2471, the Consolidated Appropriations Act of 2022</p>
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