

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

STATE LEGISLATION

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 5 Fong R Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K–12 education: transfer.	1/11/2021-A. TRANS. 3/18/2021-Re-referred to Com. on TRANS.	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. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023–24 and 2024–25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund. The bill would specify that the transferred amounts shall be available, upon appropriation, to augment funding for K–12 education and to support full-time in-person instruction for all students.		
AB 11 Ward D Climate change: regional climate change authorities.	1/11/2021-A. NAT. RES. 1/25/2021-Re-referred to Com. on NAT. RES.	Existing law requires the Strategic Growth Council, until October 1, 2029, to establish and administer a regional climate collaborative program to assist underresourced communities, as defined, in a region to access statewide public and other grant moneys, as specified, for climate change mitigation and adaptation projects. This bill would require the council, by January 1, 2023, to establish up to 12 regional climate change authorities to coordinate climate adaptation and mitigation activities in their regions and coordinate with other regional climate adaptation authorities, state agencies, and other relevant		

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		stakeholders. The bill would authorize the regional climate change authorities to engage in certain activities to address climate change. The bill would require the regional climate change authorities to annually submit to the council a report on their activities.		
AB 15 Chiu D COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.	1/11/2021-A. H. & C.D. 1/11/2021- Referred to Com. on H. & C.D.	(1)Existing law, the COVID-19 Tenant Relief Act of 2020, establishes certain procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. The act, among other things, prohibits a tenant that delivers a declaration, under penalty of perjury, of COVID-19-related financial distress from being deemed in default with regard to the COVID-19 rental debt, as specified. Existing law defines COVID-19 rental debt as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and January 31, 2021. Existing law repeals the act on February 1, 2025. This bill would extend the definition of “COVID-19 rental debt” as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. The bill would also extend the repeal date of the act to January 1, 2026. The bill would make other conforming changes to align with these extended dates. By extending the repeal date of the act, the bill would expand the crime of perjury and create a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 16 Chiu D	1/11/2021-A. H. & C.D.	Existing law, the COVID-19 Tenant Relief Act of 2020, establishes certain procedural requirements and limitations on		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Tenancies: COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Act of 2021.	1/13/2021-Re-referred to Com. on H. & C.D.	evictions for nonpayment of rent due to COVID-19 rental debt, as defined. The act prohibits a tenant that delivers a declaration of COVID-19-related financial distress from being deemed in default with regard to the COVID-19 rental debt, as specified. Existing law defines COVID-19 rental debt as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and January 31, 2021. Existing law repeals the act on February 1, 2025. This bill would establish the Tenant, Small Landlord, and Affordable Housing Provider Stabilization Program. The bill would authorize the Director of Housing and Community Development to direct an existing office or program within the Department of Housing and Community Development to implement the program. The bill would establish in the State Treasury the COVID-19 Tenant, Small Landlord, and Affordable Housing Provider Stabilization Fund, and, upon appropriation by the Legislature, distribute all moneys in the fund to the department to carry out the purposes of the program. The bill would require the program be implemented only to the extent that funding is made available through the Budget Act. The bill would specify that it is the intent of the Legislature to prioritize the use of available federal funds before using General Fund moneys for the program.		
AB 29 Cooper D	1/11/2021-A. G.O. 1/11/2021-	Existing law, the Bagley-Keene Open Meeting Act, requires that all meetings of a state body, as defined, be open and public, and that all persons be permitted to attend any meeting of a state body, except as otherwise provided in that act. Existing law		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
State bodies: meetings.	Referred to Com. on G.O.	requires the state body to provide notice of its meeting, including specified information and a specific agenda of the meeting, as provided, to any person who requests that notice in writing and to make that notice available on the internet at least 10 days in advance of the meeting. This bill would require that notice to include all writings or materials provided for the noticed meeting to a member of the state body by the staff of a state agency, board, or commission, or another member of the state body that are in connection with a matter subject to discussion or consideration at the meeting. The bill would require those writings or materials to be made available on the state body's internet website, and to any person who requests the writings or materials in writing, on the same day as the dissemination of the writings and materials to members of the state body or at least 72 hours in advance of the meeting, whichever is earlier. The bill would prohibit a state body from discussing those writings or materials, or from taking action on an item to which those writings or materials pertain, at a meeting of the state body unless the state body has complied with these provisions.		
AB 33 Ting D Energy Conservation Assistance Act of 1979: energy	1/11/2021-A. U. & E. 3/17/2021-Re-referred to Com. on U. & E.	The Warren-Alquist State Energy Resources Conservation and Development Act establishes the State Energy Resources Conservation and Development Commission (Energy Commission). Existing law requires the Energy Commission, working with the State Air Resources Board and the Public Utilities Commission, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
storage systems and transportation electrification infrastructure.		to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5,000,000 zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The Energy Conservation Assistance Act of 1979 states the intent of the Legislature that the Energy Commission administer the State Energy Conservation Assistance Account to provide grants and loans to local governments and public institutions to maximize energy use savings, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency measures and programs in existing and planned buildings or facilities. This bill would require the Energy Commission, in administering the account, to provide grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems and expand the availability of transportation electrification infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and transportation electrification infrastructure measures and programs in existing and planned buildings or facilities. This bill contains other existing laws.		
AB 43 Friedman D Traffic safety.	1/11/2021-A. TRANS. 3/23/2021-Re-	(1)Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	referred to Com. on TRANS.	engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified. (2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof. This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof. (3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified. This bill would additionally authorize Caltrans and a local authority to declare a		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>speed limit of 20 or 15 miles per hour, as specified, on these highways.(4)Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.This bill would change certain of these requirements related to the declaration of these lowered speed limits. The bill would similarly authorize a lowered speed limit on a section of highway approaching a business activity district, as defined.(5)Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey.This bill would authorize a local authority to further reduce the speed limit, as specified, and require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.(6)Existing law defines a speed trap and prohibits evidence of a driver’s speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>certain provisions relating to defining a speed trap. This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more than 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years. This bill would also exempt a senior zone and business activity district, as defined, from those provisions. (7) This bill would make other technical, nonsubstantive, and conforming changes. (8) By creating new duties for local authorities relating to traffic and engineering surveys, this bill would impose a state mandate. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>		
<p>AB 51 Quirk D</p> <p>Climate change: adaptation: regional climate adaptation planning groups:</p>	<p>1/11/2021- A. NAT. RES. 1/11/2021- Referred to Com. on NAT. RES.</p>	<p>Existing law establishes the Integrated Climate Adaptation and Resiliency Program, administered by the Office of Planning and Research, to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as specified. This bill would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
regional climate adaptation plans.		certain state entities, to develop criteria for the development of regional climate adaptation plans.		
AB 52 Frazier D California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.	1/11/2021- A. NAT. RES. 1/11/2021- Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 (act) designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires. The bill would also express the intent of the Legislature to appropriate an amount from the Greenhouse Gas Reduction Fund for wildfire mitigation and prevention. This bill contains other existing laws.		
AB 55 Boerner Horvath D	12/7/2020- A. PRINT 12/8/2020-From	Existing law promotes and develops the welfare of workers in California to improve working conditions and advance opportunities for profitable employment. Existing law regulates		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Employment: telecommuting.	printer. May be heard in committee January 7.	the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry. This bill would declare the intent of the Legislature to enact future legislation to ensure certain rights and benefits for telecommuting employees.		
AB 59 Gabriel D Mitigation Fee Act: fees: notice and timelines.	1/11/2021-A. L. GOV. 1/11/2021- Referred to Coms. on L. GOV. and H. & C.D.	The Mitigation Fee Act authorizes a local agency to establish, increase, or impose a variety of fees, dedications, reservations, or other exactions for services, and in connection with the approval of a development project, as defined. Existing law prohibits a local agency from imposing fees for specified purposes, including fees for water or sewer connections, capacity charges, zoning variances or changes, use permits, and building inspections or permits, among others, that exceed the estimated reasonable cost of providing the service for which the fee is charged, unless voter approval is obtained. Existing law requires fees or service charges that create revenues in excess of actual cost to be used to reduce the fee or service charge. Existing law requires a local agency, before levying or increasing a fee or service charge, to hold at least one open and public meeting and requires that notice of the time and place of the meeting be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Existing law additionally requires the local agency to make available to the public, at least 10 days prior to the meeting, the data indicating the amount of cost, or estimated cost, required to provide the service for which the fee or service charge is levied and the revenue sources		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>anticipated to provide the service, as specified. Existing law also authorizes the local agency to provide notice via electronic notification to those who specifically request it, and authorizes the legislative body of a local agency to establish a reasonable annual charge for sending notices based on the estimated cost of providing the service. This bill would increase, for fees and service charges and for fees for specified public facilities, the time for mailing the notice of the time and place of the meeting to at least 45 days before the meeting. The bill would require the local agency to make that information available to the public at least 30 days before the meeting. The bill would require a local agency to additionally make available to the public all of the data demonstrating the requisite relationship between the amount of a fee for public facilities and the need for the public facilities. The bill would require the data to also be made available to the public on the local agency’s internet website. The bill would authorize interested parties to file an electronic request to receive the notice of the meeting time and place, and would require the local agency to mail or electronically send the notice as requested by the party. The bill would prohibit the legislative body of a local agency from establishing a reasonable annual charge for sending electronic notices. The bill would prohibit a local agency, when defending a protest or action filed for a fee or service charge, or for fees for specified public facilities, from using as evidence, or relying on in any way, data not made available to the public pursuant to these provisions. The bill would require revenues in excess of actual cost to be used to reimburse the payor of the fee</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		or service charge. This bill contains other related provisions and other existing laws.		
AB 64 Quirk D Electricity: long-term backup electricity supply strategy.	1/11/2021-A. U. & E. 3/24/2021-Re-referred to Com. on U. & E. In committee: Set, first hearing. Hearing canceled at the request of author.	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations, while local publicly owned electric utilities, as defined, are under the direction of their governing boards. Existing law establishes as policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. This bill would require the PUC, Energy Commission, and state board, in consultation with all balancing authorities, to additionally develop a strategy, by January 1, 2024, that achieves (1) a target of 5 gigawatthours of operational long-term backup electricity, as specified, by December 31, 2030, and (2) a target of at least an additional 5 gigawatthours of operational long-term backup electricity in each subsequent year through 2045. The bill would require the commission, by January 1, 2024, to submit the strategy developed in a report to the Legislature, and by January 1 of each 4th year thereafter, through January 1, 2044, would require the commission to submit a report to the Legislature detailing the progress made toward achieving the targets of the long-term backup electricity supply strategy. This bill contains other existing laws.		
AB 71 Rivas, Luz D	1/15/2021-A. REV. & TAX	(1)The Personal Income Tax Law, in conformity with federal income tax law, generally defines gross income as income from		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Homelessness funding: Bring California Home Act.	3/25/2021-From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.	whatever source derived, except as specifically excluded, and provides various exclusions from gross income. Existing federal law, for purposes of determining a taxpayer's gross income for federal income taxation, requires that a person who is a United States shareholder of any controlled foreign corporation to include in their gross income the global intangible low-taxed income for that taxable year, as provided. This bill, for taxable years beginning on or after January 1, 2022, would include a taxpayer's global intangible low-taxed income in their gross income for purposes of the Personal Income Tax Law, in modified conformity with the above-described federal provisions. The bill would exempt any regulation, standard, criterion, procedure, determination, rule, notice, or guideline established or issued by the Franchise Tax Board to implement its provisions from the rulemaking provisions of the Administrative Procedure Act.		
AB 96 O'Donnell D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	1/11/2021-A. TRANS. 3/23/2021-Re-referred to Com. on TRANS.	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 emissions of greenhouse gases the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would extend the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026. The bill would further require at least 20% of that funding support early commercial deployment of existing near-zero-emission heavy-duty truck technology. The bill would define “near-zero-emission heavy-duty truck” and revise the definition for “zero-emission,” as provided. This bill contains other existing laws.</p>		
<p>AB 117 Boerner Horvath D Air Quality Improvement Program: electric bicycles.</p>	<p>1/11/2021- A. TRANS. 3/25/2021-Re-referred to Com. on TRANS.</p>	<p>Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program. The bill would require the state board, by July 1, 2022, to establish and implement and administer, until January 1, 2028, the Electric Bicycle Incentive Pilot Project to provide incentive for purchases of electric bicycles. The bill would require the state board to submit to the Legislature a midcycle evaluation of the pilot project by July 1, 2025, and an end-of-</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		program evaluation of the pilot project by January 1, 2028. The bill would repeal the pilot project as of January 1, 2029.		
AB 122 Boerner Horvath D Vehicles: required stops: bicycles.	3/23/2021-A. APPR. 3/25/2021-Re-referred to Com. on APPR.	Existing law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. A violation of this requirement is an infraction. This bill would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. This bill contains other related provisions and other existing laws.		Transportation (text 12/18/2020) Support Active San Gabriel Valley Adventure Cycling Association Asian Pacific Islander Forward Movement Berkeley City Council Better World Group; the Bicycle Kitchen/la Bici-cocina Bike Bakersfield Bike Davis Bike East Bay Bike Santa Cruz County Education Fund Bike SLO County BikeSD Bikeventura California Association of Bicycling Organizations California Bicycle Coalition California Mountain Biking Coalition California Walks City Heights Community

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Development Corporation City of Sacramento Climate Action Campaign Climate Resolve Coalition for Clean Air Coalition for Sustainable Transportation Community Environmental Council Davis Bike Club Day One, Inc. East Side Riders Bike Club Fresno Cycling Club Inland Empire Biking Alliance Institute for Transportation & Development Policy Investing in Place Leadership Counsel for Justice & Accountability League of American Bicyclists Los Angeles County Bicycle Coalition Los Angeles WALKS Marin County Bicycle Coalition Merced Bicycle Coalition Move LA Napa County Bicycle Coalition

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				(napa Bike) Natural Resources Defense Council (NRDC) Pasadena Complete Streets Coalition People for Bikes People for Mobility Justice Planning and Conservation League PolicyLink Sacramento Area Bicycle Advocates Sacramento Trailnet Safe Routes Partnership San Carlos Bikes San Diego County Bicycle Coalition San Francisco Bicycle Coalition San Jose Bike Clinic Santa Barbara Bicycle Coalition Santa Monica Safe Streets Alliance Santa Monica Spoke Shasta Living Streets Silicon Valley Bicycle Coalition Sonoma County Bicycle Coalition Southern Sierra Cyclists Stockton Bicycle Club Streets for All

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Streets for Everyone Streets for People Bay Area Transform Trust for Public Lands Vision Zero Network Walk Bike Berkeley Walk Bike Glendale Walk Long Beach Walk Sacramento Oppose California Association of Highway Patrolmen
AB 227 Davies R Political Reform Act of 1974: contribution prohibitions.	1/28/2021- A. ELECTIONS 1/28/2021- Referred to Com. on ELECTIONS.	The Political Reform Act of 1974 imposes various limitations on contributions that may be made to, or accepted by, candidates for elective state office and committees organized for the support of candidates' election campaigns. The act generally prohibits a person from making to a candidate for Governor, and a candidate for Governor from accepting, a contribution totaling more than \$20,000 per election, except as specified. The act further limits the amount in contributions the Governor may accept after the Governor is elected for the purpose of paying expenses associated with holding the office. A violation of the act's provisions is punishable as a misdemeanor and subject to specified penalties. This bill would prohibit a Governor's appointee, as defined, or a person residing in the appointee's household, during the term of the appointment and for one year after the term		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>expires, from making a monetary contribution to the Governor’s campaign, as defined, or to a committee organized to benefit the Governor’s campaign. The bill would prohibit a Governor’s appointee or a person residing in the appointee’s household from requesting or demanding that another person make such a contribution. The bill would also prohibit the Governor or a committee organized to benefit the Governor’s campaign from accepting such a contribution. This bill contains other related provisions and other existing laws.</p>		
<p>AB 229 Holden D Use of force instruction: private security guards: alarm company responders.</p>	<p>1/28/2021- A. B. & P. 3/3/2021-Re-referred to Com. on B. & P.</p>	<p>Existing law, the Private Security Services Act, prohibits a person required to be registered as a security guard from engaging in specified conduct, including, but not limited to, carrying or using a firearm unless they possess a valid and current firearms permit. The law requires a successful applicant for a firearms qualification card to complete a specified course in the carrying and use of firearms. A violation of the act is a crime. This bill would, in addition, prohibit them from carrying or using a firearm or baton unless the security guard is an employee of a private patrol operator licensee or an employee of the state or a political subdivision of the state, and commencing January 1, 2023, would require the course in the carrying and use of firearms to include training in the appropriate use of force, as specified. By expanding the scope of an existing crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 231 Nguyen R Worker classification: employees and independent contractors: licensed manicurists.	1/28/2021-A. L. & E. 1/28/2021- Referred to Com. on L. & E.	Existing law requires a 3-part test, commonly known as the “ABC” test, to determine if workers are employees or independent contractors for purposes of the Labor Code, the Unemployment Insurance Code, and the wage orders of the Industrial Welfare Commission. Under the ABC test, a person providing labor or services for remuneration is considered an employee rather than an independent contractor unless the hiring entity demonstrates that the person is free from the control and direction of the hiring entity in connection with the performance of the work, the person performs work that is outside the usual course of the hiring entity’s business, and the person is customarily engaged in an independently established trade, occupation, or business. Existing law charges the Labor Commissioner with the enforcement of labor laws, including worker classification. This bill would delete the January 1, 2022, inoperative date, thereby making licensed manicurists subject to this exemption indefinitely. This bill contains other existing laws.		
AB 237 Gray D Public employment: unfair practices: health protection.	1/28/2021-A. P.E. & R. 3/2/2021-Re-referred to Com. on P.E. & R.	Existing law establishes the Public Employment Relations Board (PERB) in state government for the purpose of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining, including the Meyers-Milias-Brown Act. Under existing law, PERB has the power and duty to investigate an unfair practice charge and to determine whether the charge is justified and the appropriate remedy for the unfair practice. This bill, the Public Employee Health Protection Act, would make it an unfair practice for a covered employer, as defined, to fail or		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>refuse to maintain or pay for continued health care or other medical coverage for an enrolled employee or their enrolled dependents, for the duration of the enrolled employee's participation in the authorized strike, at the level and under the conditions that coverage would have been provided if the employee had continued to work in their position for the duration of the strike. The bill would also make it an unfair practice for a covered employer to fail to collect and remit the employee's contributions, if any, to this coverage, or to maintain any policy purporting to authorize an action prohibited by this provision or otherwise threaten an employee or their dependents' continued access to health or medical care during or as a result of the employee's participation in a strike. The bill would require the restoration of health or other medical care premiums, contributions, or out-of-pocket expenses actually paid by the employee or their dependents as a result of the employer's violation of this provision, or because the employer failed to ensure continued coverage during a strike, and would require other equitable adjustments to ensure that the employee and their dependents are made whole, as specified. This bill contains other related provisions and other existing laws.</p>		
<p>AB 238 Voepel R Vehicles: driver's</p>	<p>1/28/2021- A. TRANS. 1/28/2021- Referred to Com. on TRANS.</p>	<p>Existing law requires an applicant for the renewal of a driver's license to pay to the Department of Motor Vehicles a fee of \$30 for that renewal. Existing regulations provide for the annual increase of that fee based on the Consumer Price Index. This bill would, until January 1, 2026, waive the renewal fee for applicants</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
license renewal fees.		who have reached the age of 65 years on the date of application and are seeking a noncommercial license.		
AB 242 Holden D Public utilities.	1/28/2021-A. U. & E. 3/23/2021-Re-referred to Com. on U. & E.	(1)Under existing law, the Public Utilities Commission has regulatory authority over public utilities. Existing law requires every entity that offers an electricity product for sale to retail consumers in California to disclose its electricity sources and the associated intensity of greenhouse gas emissions for the previous calendar year. Existing law requires that disclosure to be made by the end of the first complete billing cycle for the third quarter of each year. This bill would require that disclosure to be made instead by October 1 of each year. This bill contains other related provisions and other existing laws.		
AB 244 Rubio, Blanca D Affordable housing cost study: housing plan addendum.	1/28/2021-A. H. & C.D. 1/28/2021-Referred to Com. on H. & C.D.	Existing law establishes various programs and funding sources to enable the development of affordable housing, including the low-income housing credit, the Building Homes and Jobs Act, the Veterans and Affordable Housing Bond Act of 2018, the Affordable Housing and Sustainable Communities Program, and the Multifamily Housing Program. Existing law charges various agencies with the administration of these programs, including the California Tax Credit Allocation Committee, the Department of Housing and Community Development, and the California Housing Finance Agency. This bill would require the California Tax Credit Allocation Committee, the Department of Housing and Community Development, the California Housing Finance Agency, and the California Debt Limit Allocation Committee to conduct an affordable housing cost study that measures the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		factors that influence the cost of building affordable housing, breaks down total development costs for affordable housing, and enables the state to maximize resources allocated for affordable housing. The bill would require the study to consider data from projects that have received funding from the various programs and funding sources described above. The bill would require the development of the cost study only as existing resources permit without restructuring funding priorities, or as private resources are made available. The bill would require the California Tax Credit Allocation Committee to publish the study by January 1, 2028. This bill contains other related provisions and other existing laws.		
AB 247 Ramos D COVID-19 emergency: small businesses: nonprofit organizations: immunity from civil liability.	3/18/2021-A. JUD. 3/22/2021-Re-referred to Com. on JUD.	Existing law, the California Emergency Services Act, permits the Governor to proclaim a state of emergency during conditions of disaster or of extreme peril to the safety of persons and property, including epidemics. Existing law provides that the proclamation takes effect immediately, affords specified powers to the Governor, and terminates upon further proclamation by the Governor or by concurrent resolution of the Legislature. The Governor proclaimed a state of emergency March 4, 2020, related to the COVID-19 pandemic. Existing law generally provides that everyone is responsible, not only for the result of their willful acts, but also for an injury occasioned to another by that person's want of ordinary care or skill in the management of their property or person, except as specified. This bill would exempt a small business or nonprofit organization with 100 or fewer employees		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>from liability for an injury or illness to a consumer, as defined, due to coronavirus (COVID-19) based on a claim that the consumer contracted COVID-19 while at that small business or nonprofit organization, or due to the actions of that small business or nonprofit organization. The bill would require the small business or nonprofit organization, for this exemption to apply, to have implemented and substantially complied with all applicable state and local health laws, regulations, and protocols. Under the bill, this exemption would not apply if the injury or illness resulted from a grossly negligent act or omission, willful or wanton misconduct, or unlawful discrimination by the business or nonprofit organization or an employee of the business or nonprofit organization. The bill would apply these provisions only until the termination of the state of emergency related to the COVID-19 pandemic, regardless of when the claim is filed. The bill would repeal these provisions on January 1, 2023. The bill would include related legislative findings.</p>		
<p>AB 248 Choi R</p> <p>Income taxes: credits: cleaning and sanitizing supplies: COVID- 19.</p>	<p>1/28/2021- A. REV. & TAX 3/22/2021-In committee: Hearing postponed by committee.</p>	<p>The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. Existing law requires any bill authorizing a new tax expenditure to contain, among other things, specific goals, purposes, and objectives the tax expenditure will achieve, detailed performance indicators, and data collection requirements. This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2021, and before January 1, 2022, to a taxpayer that is a business with a physical location in the state in an</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		amount equal to the costs paid or incurred by the qualified taxpayer during the taxable year for the purchase of cleaning and sanitizing supplies used at business locations in the state to prevent the transmission of the novel coronavirus (COVID-19). The bill would also include additional information required for any bill authorizing a new tax expenditure. This bill contains other related provisions.		
AB 252 Rivas, Robert D Department of Conservation: Multibenefit Land Repurposing Incentive Program: administration.	1/28/2021- A. W.,P. & W. 1/28/2021- Referred to Com. on W.,P., & W.	Existing law, the Sustainable Groundwater Management Act (SGMA), requires numerous groundwater basins throughout the state designated by the Department of Water Resources as medium- or high-priority basins to each be managed under a separate groundwater sustainability plan or coordinated groundwater sustainability plans by specified dates. SGMA requires, with some exceptions, that local agencies designated as groundwater sustainability agencies prepare, administer, and enforce the groundwater sustainability plans with the goal of sustainably managing these groundwater basins to avoid undesirable results such as overdrafting groundwater, subsidence, and sea water intrusion, among others. To achieve the sustainability goal, SGMA authorizes a groundwater sustainability agency to, among other measures, control groundwater extractions by regulating, limiting, or suspending extractions from groundwater wells, establish a program of voluntary fallowing of agricultural lands, or validate an existing fallowing program. This bill would require the Department of Conservation to establish and administer a program named the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Multibenefit Land Repurposing Incentive Program for purposes of providing grants to groundwater sustainability agencies or counties, or other specified entities designated by groundwater sustainability agencies or counties, for the development or implementation of local programs supporting or facilitating multibenefit land repurposing at the basin scale. The bill would establish procedures for the department’s administration of the program and would require the department to develop guidelines to implement the program and to exercise its expertise and discretion in awarding program funds to eligible applicants. The bill would specify numerous criteria regarding program eligibility, including compliance with several specified requirements of SGMA. The bill would prescribe certain actions regarding program accountability and oversight, including preparation of an annual report with specified information evaluating the implementation of local programs and use of program funds. This bill contains other related provisions.		
AB 255 Muratsuchi D COVID-19 Emergency Small Business Eviction and Rent Relief Act.	3/25/2021- A. JUD. 3/25/2021- Referred to Com. on JUD. From committee chair, with author's amendments: Amend, and re-	Existing law provides that a tenant is guilty of unlawful detainer if the tenant continues to possess the property without permission of the landlord in specified circumstances, including when the tenant has violated the lease or rental agreement by defaulting on rent, and requires the tenant be served a 3 days’ notice in writing to cure the default, as specified. Existing law provides that an unlawful detainer action is subject to the COVID-19 Tenant Relief Act of 2020, which provides tenants with specified temporary protections from eviction, if the default in the payment		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	refer to Com. on JUD. Read second time and amended.	of rent is based upon COVID-19 rental debt, as defined. This bill would require a landlord, who receives a statement signed under penalty of perjury by a commercial tenant, as defined, and supported by documentary evidence that attests that the tenant requests emergency rent relief because the business of the commercial tenant has experienced a decrease in average monthly gross revenue of at least 50%, which is reasonably attributable to public health regulations adopted to address the COVID-19 pandemic, during the qualifying time period, as defined, as compared with the 12 months immediately preceding the qualifying time period, as defined, to conduct a good faith negotiation to form a plan to allow the commercial tenant a reasonable opportunity to repay COVID-19 lease debt while minimizing the hardship to the landlord. By expanding the scope of the crime of perjury, this bill would impose a state-mandated local program. The bill would prohibit, except as provided, a landlord from terminating a lease of a commercial tenant, before the date that is one year from the end of the qualifying time period, who paid 25% of the amount due under the lease during the qualifying time period. This bill contains other existing laws.		
AB 261 Seyarto R Authorized emergency vehicles.	1/28/2021- A. TRANS. 1/28/2021- Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation and local authorities to designate certain highway lanes for the exclusive or preferential use of high-occupancy vehicles (HOVs), requires the department or local authorities to place signage advising motorists of the rules governing the use of those lanes, and prohibits the use of those lanes by motorists other than in		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		conformity with the posted rules. Under existing law, the driver of an authorized emergency vehicle is exempt from various provisions of the rules of the road as contained in the Vehicle Code if, among other things, the vehicle is being driven in response to an emergency call, the driver of the vehicle sounds a siren, and the vehicle displays a lighted red lamp visible from the front as a warning to other drivers and pedestrians. This bill would additionally permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services. This bill contains other related provisions and other existing laws.		
AB 271 Rivas, Robert D	3/24/2021- A. APPR. 3/25/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (March 24). Re-referred to Com. on APPR.	Existing law authorizes certain local entities to select a bidder for a contract on the basis of "best value," as defined. Existing law governs various types of contract procedures applicable to the Santa Clara Valley Water District and prescribes competitive bidding procedures for any improvement or unit of work over \$50,000. This bill would authorize the district, upon approval by the board of directors of the district, to award contracts on a best value basis for any work of the Anderson Dam project, defined to include prescribed activities and works of construction with regard to the Leroy Anderson Dam and Reservoir and certain fish and aquatic habitat measures described in a federal-state		Local Government (text 3/9/2021) Support Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		settlement agreement. The bill would require the district, if the board elects to award contracts on a best value basis, to comply with specified requirements governing the documents prepared, setting forth the scope and estimated price of the project and the request for qualifications, with bids evaluated using only the criteria and selection procedures identified in the procurement process documents. The bill would prohibit a best value contractor from being prequalified, shortlisted, or awarded a contract unless the contractor provides an enforceable commitment to the district that the contractor and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project, in accordance with certain criteria. By requiring certain information of bidders to be certified under penalty of perjury, the bill would expand an existing crime, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 273 Irwin D Cannabis: advertisements: highways.	1/28/2021- A. B.&P. 1/28/2021- Referred to Com. on B. & P.	Existing law, the Control, Regulate and Tax Adult Use of Marijuana Act (AUMA), an initiative measure approved as Proposition 64 at the November 8, 2016, statewide general election, authorizes a person who obtains a state license under AUMA to engage in commercial adult-use cannabis activity pursuant to that license and applicable local ordinances. Existing law, the Medicinal and Adult-Use Cannabis Regulation and Safety Act (MAUCRSA), among other things, consolidates the licensure and regulation of commercial medicinal and adult-use cannabis activities. MAUCRSA generally divides responsibility		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		for the state licensure and regulation of commercial cannabis activity among the Department of Food and Agriculture, the State Department of Public Health, and the Bureau of Cannabis Control, which MAUCRSA establishes within the Department of Consumer Affairs. This bill instead would prohibit a licensee from advertising or marketing on a billboard or similar advertising device visible from an interstate highway or on a state highway within California. This bill contains other related provisions and other existing laws.		
AB 274 Davies R Unemployment benefits: chip-enabled cards.	1/28/2021- A. INS. 1/28/2021- Referred to Com. on INS.	Existing law provides for unemployment compensation benefits to eligible persons who are unemployed through no fault of their own. Under existing law, these provisions are generally administered by the Employment Development Department. Existing law requires unemployment compensation benefits that are directly deposited to an account of the recipient's choice to be deposited to a qualifying account, which includes a prepaid card account that meets certain requirements. Existing law includes in the definition of prepaid card or prepaid card account a card, code, or other means of access to funds of a recipient that is usable at multiple, unaffiliated merchants for goods or services, or usable at automated teller machines. This bill would revise the definition of prepaid card or prepaid card account by requiring cards to be chip-enabled, as defined. This bill contains other related provisions.		
AB 299 Villapudua D	2/12/2021- A. HIGHER ED.	Existing law establishes the California Community Colleges, under the administration of the Board of Governors of the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Career technical education: California Apprenticeship Grant Program.	3/24/2021-In committee: Hearing postponed by committee.	California Community Colleges, as one of the segments of public postsecondary education in this state. The board of governors appoints the Chancellor of the California Community Colleges to serve as the chief executive officer of the segment. This bill would establish the California Apprenticeship Grant Program, commencing with the 2022–23 academic year, under the administration of the office of the Chancellor of the California Community Colleges, to provide grants to encourage high school pupils, community college students, and employed and unemployed workers seeking to go into career technical education and vocational professions through participation in qualifying, state-approved apprenticeship programs. Under the bill, the chancellor’s office would provide supplemental grants to apprentices who participate in qualified, state-approved apprenticeship and vocational programs through high schools, campuses of the California Community Colleges, and industry-driven and -funded state-approved apprenticeship and vocational programs. The bill would prohibit these grants from replacing any existing financial aid or compensation that an apprentice may receive during apprenticeship training. This bill contains other related provisions.		
AB 302 Ward D San Diego Metropolitan	3/24/2021-A. CONSENT CALENDAR 3/25/2021-From committee: Do	Existing law establishes the San Diego Metropolitan Transit Development Board. Under existing law, the board’s jurisdiction includes specified cities in, and the unincorporated area of, the County of San Diego, except for the portion of the county under the jurisdiction of the North San Diego County Transit		Local Government (text 3/15/2021) Support Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Transit Development Board: regulation of for-hire vehicle and passenger jitney services.	pass. To Consent Calendar. (Ayes 8. Noes 0.) (March 24).	Development Board, as specified. Existing law authorizes the board to enter into contracts with any city in its area of jurisdiction and with the county to license or regulate transportation services, and to regulate vehicle safety and driver qualifications for passenger jitney service, as defined, operating between cities and between a city and unincorporated portions of the county within the area of its jurisdiction. Existing law requires the board to levy fees necessary to recover the full cost of regulating those services. This bill would replace the term “transportation services” with the term “for-hire vehicle services” and would define that term to mean vehicles, other than public transportation vehicles, transporting passengers over public streets for compensation, as specified. The bill would expand to any city within the County of San Diego the authority of the board to enter into contracts to license or regulate for-hire vehicle services and to regulate vehicle safety and driver qualifications for passenger jitney service.		
AB 310 Santiago D Wealth tax.	3/25/2021- A. REV. & TAX 3/25/2021- Referred to Com. on REV. & TAX. From committee chair, with author's amendments:	Existing law imposes taxes upon income and real property, as well as taxes upon certain transactions and excise taxes. This bill would impose an annual tax at a rate of 1% of a resident of this state’s worldwide net worth in excess of \$50,000,000, or in excess of \$25,000,000 in the case of a married taxpayer filing separately. The bill would also impose an additional tax at a rate of 0.5% of a resident’s worldwide net worth in excess of \$1,000,000,000, or in excess of \$500,000,000 in the case of a married taxpayer filing separately. The bill would describe		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	Amend, and re-refer to Com. on REV. & TAX. Read second time and amended.	worldwide net worth with reference to specific federal provisions and would provide that worldwide net worth does not include specific assets, including directly held real property or liabilities related to directly held real property. The bill would also authorize the Franchise Tax Board to adopt regulations to carry out these provisions, including regulations regarding the valuation of certain assets that are not publicly traded. Existing law requires the Franchise Tax Board to administer the Personal Income Tax Law. This bill would require the Franchise Tax Board to amend or create returns with regard to the Wealth Tax. This bill would specify that the tax imposed by the bill shall only become operative if a specified constitutional amendment is approved by the voters and takes effect. This bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.		
AB 320 Medina D Teacher preparation programs: regionally	3/24/2021- A. HIGHER ED. 3/24/2021-VOTE: Do pass and be re-referred to the Committee on [Higher Education] with	Existing law requires the Commission on Teacher Credentialing to, among other duties, establish standards for the issuance and renewal of credentials, certificates, and permits. Under existing law, the commission establishes standards for teacher preparation programs at postsecondary educational institutions. This bill would define “regionally accredited,” as that term is applied to institutions of higher education with teacher preparation programs, as either an institution that has been approved or		Education (text 1/26/2021) Support California Faculty Association California School Boards Association The Commission on Teacher Credentialing Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
accredited institutions.	recommendation: To Consent Calendar (PASS)	recognized by the Accrediting Commission for Senior Colleges and Universities, the Western Association of Schools and Colleges, the Higher Learning Commission, the Middle States Commission on Higher Education, the Northwest Commission on Colleges and Universities, the New England Commission of Higher Education, or the Southern Association of Colleges and Schools Commission on Colleges, or an institution of higher education that held preaccreditation status at the time the degree of an applicant for a credential was conferred, if that institution achieved full regional accreditation status within 5 years of earning preaccreditation status. The bill, among other things, would also make conforming changes to use the term “institution of higher education” to refer to certain postsecondary educational institutions with teacher preparation programs. The bill would also define “accredited private school” for purposes of defining professional field experience requirements for individuals with full-time teaching experience in those schools. This bill contains other related provisions and other existing laws.		None
AB 336 Villapudua D Enhanced infrastructure financing districts: public financing authority:	3/24/2021- A. CONSENT CALENDAR 3/25/2021-From committee: Do pass. To Consent Calendar. (Ayes	Existing 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 and requires the public financing authority to direct the preparation of and adopt an infrastructure financing plan and adopt a resolution to form the district, as provided. Existing law provides for the participation of an affected taxing		Local Government (text 1/27/2021) Support Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
members: joint powers authorities.	8. Noes 0.) (March 24).	entity, as defined, in the district, other than a county office of education, school district, or community college district. Existing law requires that the public financing authority include a majority of members from the legislative body of each participating affected taxing entity and 2 members of the public chosen by the legislative bodies of those participating affected taxing entities, as provided. This bill would specify that any member of the legislative body of a participating affected taxing entity who serves as a member of the public financing authority of an enhanced infrastructure financing district, as described above, may also serve as a member of the governing body of an agency or entity formed pursuant to an agreement for the joint exercise of power that the participating affected taxing entity has entered into in accordance with the Joint Exercise of Powers Act. This bill contains other existing laws.		
AB 339 Lee D State and local government: open meetings.	1/28/2021- A. PRINT 1/29/2021-From printer. May be heard in committee February 28.	Existing law requires all meetings, as defined, of a house of the Legislature or a committee thereof to be open and public, and requires all persons to be permitted to attend the meetings, except as specified. This bill would require all meetings, including gatherings using teleconference technology, to include an opportunity for all persons to attend via a call-in option or an internet-based service option that provides closed captioning services and requires both a call-in and an internet-based service option to be provided to the public. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation, as provided, and requires translation		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>services to be provided for the 10 most-spoken languages, other than English, in California, and would require those persons commenting in a language other than English to have double the amount of time as those giving a comment in English, if time restrictions on public comment are utilized, except as specified. The bill would require instructions on how to attend the meeting to be posted at the time notice of the meeting is publicized, as specified. This bill contains other related provisions and other existing laws.</p>		
<p>AB 343 Fong R California Public Records Act Ombudsperson.</p>	<p>2/12/2021-A. A. & A.R. 2/12/2021- Referred to Coms. on A. & A.R. and 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 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. This bill would establish, within the California State Auditor's Office, the California Public Records Act Ombudsperson. The bill would require the California State Auditor to appoint the ombudsperson subject to certain requirements. The bill would require the ombudsperson to receive and investigate requests for review, as defined, determine whether the denials of original requests, as defined, complied with the California Public Records Act, and issue written opinions of its determination, as provided. The bill would require the ombudsperson to create a process to that effect, and would authorize a member of the public to submit a request for review to the ombudsperson consistent with that process. The bill would</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		require the ombudsperson, within 30 days from receipt of a request for review, to make a determination, as provided, and would require the ombudsperson to require the state agency to provide the public record if the ombudsperson determines that it was improperly denied. The bill would authorize the ombudsperson to require any state agency determined to have improperly denied a request to reimburse the ombudsperson for its costs to investigate the request for review. The bill would require the ombudsperson to report to the Legislature, on or before January 1, 2022, and annually thereafter, on, among other things, the number of requests for review the ombudsperson has received in the prior year. This bill contains other existing laws.		
AB 346 Seyarto R Privacy: breach.	2/12/2021-A. P. & C.P. 2/12/2021- Referred to Com. on P. & C.P.	Existing law, the Information Practices Act of 1977, requires an agency, which includes a local agency, that owns or licenses computerized data that includes personal information, as defined, to disclose expeditiously and without unreasonable delay a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, or whose encrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, and the encryption key or security credential was, or is reasonably believed to have been, acquired by an unauthorized person, and the agency that owns or licenses the encrypted information has a reasonable belief that the encryption key or security credential could render that personal information readable or useable.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Existing law also requires an agency that maintains computerized data that includes personal information that the agency does not own to notify the owner or licensee of the information of any breach of the security of the data immediately following discovery, if the personal information was, or is reasonably believed to have been, acquired by an unauthorized person. This bill would make the above-described requirements applicable if the information is accessed by an unauthorized person. The bill would also make conforming changes. Because it would impose a requirement to provide a higher level of service with regard to data breaches on a local agency, the bill would create a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 348 Villapudua D Affordable housing: annual expenditure report.	1/28/2021-A. H. & C.D. 3/16/2021-Coauthors revised.	Existing 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. Existing 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 require the department, by March 1 of each year, to develop an annual summary report that discloses the amount of state, federal, and private funding spent on the development of affordable housing within the state, each city, and each county in the preceding calendar year. The bill would require the department to post the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		annual summary report on its internet website and make the report available to the public by March 15 of each year.		
AB 349 Holden D Department of Transportation: contracting: underrepresented groups.	2/12/2021- A. TRANS. 2/12/2021- Referred to Com. on TRANS.	(1)Existing law creates the Department of Transportation within the Transportation Agency. Existing law requires the department to develop a detailed outreach plan intended to increase procurement opportunities for new and limited contracting small business enterprises, as defined, including, but not limited to, those owned by women, minority, disabled veterans, LGBT, and other disadvantaged groups, in all the department’s transportation programs, to undertake specified outreach activities required to be included in the plan, and to update that plan and submit it to specified entities.Existing law requires the department to achieve a minimum percentage of certified small business participation in state-funded contracts and procurements. Existing law requires the department to take all lawful and reasonable steps to raise to 100 the disparity indices for contracts awarded under the federal Disadvantaged Business Enterprise Program (DBEP) to foster equal opportunity for firms owned by disadvantaged individuals on certain contracts and procurements and to implement the recommendations from every disparity study undertaken by the department as part of DBEP, as specified. Existing law requires the department to prepare a detailed plan that includes steps the department will take to ensure that it is in conformance with its policies to prevent discrimination or preferences in its employing practices or its practices in bidding and awarding public contracts to provide equal access to opportunities for all qualified		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>applicants, and requires the department to report the plan and any necessary updates to the Legislature. Existing law requires the department to give public notice of a project by publication, as specified, but allows the department to comply with this requirement by publishing the notice on its internet website. Existing law requires the department, if it publishes the notice on its internet website, to also publish information regarding notices listed on the department’s internet website in trade papers, newspapers, or magazines, as appropriate, including those whose primary audience consists of underrepresented groups, including, but not limited to, women, minorities, LGBT, and disabled veterans, as specified. This bill would clarify that the last requirement does not affect the department’s authority to use existing resources for outreach efforts for events to promote small business enterprises, including, but not limited to, those owned by women, minorities, disabled veterans, LGBT, and other disadvantaged groups, trainings to improve diversity, materials for matchmaking events, and resources for relationship development events to achieve the goals described above. This bill contains other related provisions and other existing laws.</p>		
<p>AB 354 Cooper D Energy efficient appliance rebate program.</p>	<p>3/18/2021-A. U. & E. 3/22/2021-Re-referred to Com. on U. & E.</p>	<p>The existing Warren-Alquist State Energy Resources Conservation and Development Act establishes the State Energy Resources Conservation and Development Commission and requires the commission to prescribe, by regulation, standards for minimum levels of operating efficiency to promote the use of energy- and water-efficient appliances whose use requires a</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>significant amount of energy or water on a statewide basis. Existing law requires that the minimum levels of operating efficiency be based on feasible and attainable efficiencies or feasible improved efficiencies that will reduce the energy or water consumption growth rates. Existing law prohibits a new appliance manufactured on or after the effective date of the standards to be sold or offered for sale in the state unless it is certified by the manufacturer thereof to be in compliance with the standards. Existing law requires the commission to administer various programs to improve energy efficiency. This bill would require the commission, by July 1, 2022, to create a 3-year appliance rebate program to provide eligible residential customers of an electric utility or gas utility with monetary incentives to purchase new appliances that meet energy star or similar energy efficiency standards approved by the commission. The bill would limit eligibility for the program to those customers with annual household incomes that are no greater than 200% of the federal poverty guideline levels. The bill would limit rebates to appliances purchased for an eligible customer's primary residence and limit a customer to no more than 3 rebates during the term of the program. The requirements of the bill would become operative upon the appropriation of sufficient funds in the Budget Act to implement the bill's requirements.</p>		
AB 355 Cooper D	3/18/2021-A. U. & E. 3/22/2021-Re-	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires an		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Demand-side energy management programs.	referred to Com. on U. & E.	electrical or gas corporation to develop a program, within the electrical or gas corporation's demand-side management programs authorized by the commission, to provide incentives to a residential or small or medium business customer to acquire energy management technology for use in the customer's home or place of business. This bill would require the commission to monitor the incentive program to ensure that savings generated by the program are equitable and ethical. The bill would also require the commission to annually provide a report to the Legislature with findings and recommendations for this program, including findings and recommendations to ensure that savings generated by the program are equitable and ethical.		
AB 361 Rivas, Robert D Open meetings: local agencies: teleconferences.	2/12/2021-A. L. GOV. 2/12/2021- Referred to Com. on L. GOV.	Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to directly address the legislative body on any item of interest to the public. The act generally requires all regular and special meetings of the legislative body be held within the boundaries of the territory over which the local agency exercises jurisdiction, subject to certain exceptions. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment, as provided, to conduct the meeting in a manner that protects the statutory and constitutional rights of the parties and the public appearing before the legislative body. This bill contains other related provisions and other existing laws.</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 371 Jones-Sawyer D Shared mobility devices: insurance and tracking.	2/12/2021-A. P. & C.P. 2/12/2021- Referred to Coms. on P. & C.P. and JUD.	Existing law requires a shared mobility service provider, as defined, to enter into an agreement with, or obtain a permit from, the city or county with jurisdiction over the area of use. Existing law defines shared mobility device to mean an electrically motorized board, motorized scooter, electric bicycle, bicycle, or other similar personal transportation device, except as provided. Existing law requires a city or county that authorizes a shared mobility device provider to operate within its jurisdiction to adopt operation, parking, and maintenance rules, as provided, regarding the use of the shared mobility devices in its jurisdiction before the provider may offer shared mobility devices for rent or use. This bill would require a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of tracking and reporting. This bill contains other related provisions and other existing laws.		
AB 378 Bauer-Kahan D Public officials.	3/25/2021-A. THIRD READING 3/25/2021-From Consent Calendar. Ordered to third reading.	Existing law establishes in state government the offices of the Governor, Lieutenant Governor, Secretary of State, Treasurer, Controller, Attorney General, Board of Equalization, and Insurance Commissioner. Existing law, the Political Reform Act of 1974, regulates campaign finance, ethics and conflicts of interest of public officials, and the conduct of lobbyists, lobbying firms, and lobbying employers. This bill would remove gendered language from and would make additional nonsubstantive changes to these provisions.		Judiciary (text 3/16/2021) Support State Controller Betty Yee Oppose None

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 426 Bauer-Kahan D Toxic air contaminants.	2/12/2021- A. NAT. RES. 3/24/2021-In committee: Hearing postponed by committee.	Existing law authorizes local air pollution control districts and air quality management districts, in carrying out their responsibilities with respect to the attainment of state ambient air quality standards, to adopt and implement regulations that accomplish certain objectives. This bill would additionally authorize the districts to adopt and implement regulations to require data regarding air pollution within the district's jurisdiction from indirect and areawide sources of air pollution, including mobile sources drawn by those sources, to enable the calculation of health risks from toxic air contaminants. This bill would additionally authorize the districts to adopt and implement regulations to accomplish these objectives in carrying out their responsibilities with respect to the reduction of health risks from toxic air contaminants.		
AB 464 Mullin D Enhanced Infrastructure Financing Districts: allowable facilities and projects.	2/18/2021-A. L. GOV. 3/25/2021-From committee chair, with author's amendments: Amend, and re- refer to Com. on L. GOV. Read second time and amended.	Existing 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 that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use. This bill would include, in the list of facilities and projects the district may fund, the acquisition, construction, or repair of commercial structures by the small business, as defined, occupant of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 476 Mullin D Department of Transportation: state highways: transit bus pilot program.	2/18/2021-A. TRANS. 3/17/2021-Re-referred to Com. on TRANS.	Existing law vests the Department of Transportation with full possession and control of the state highway system and associated real property. Existing law generally requires vehicles to be driven upon the right 1/2 of a roadway, defined to include only that portion of a highway improved, designed, or ordinarily used for vehicular travel. Existing law generally prohibits the driver of a vehicle from overtaking and passing another vehicle by driving off the paved or main-traveled portion of the roadway. Existing law authorizes the Monterey-Salinas Transit District and the Santa Cruz Metropolitan Transit District to conduct a transit bus-only program using the shoulders of certain state highways as transit bus-only traffic corridors, subject to approval by the Department of Transportation and the Department of the California Highway Patrol. Existing law requires that the highway segments to be used for the program are to be jointly determined by the districts, the department, and the Department of the California Highway Patrol, as provided. This bill would authorize the Department of Transportation to establish a pilot program to authorize a transit operator or operators to operate transit buses on the shoulders of state highways, under a project selected under the program. The bill would authorize an operator or operators, in partnership with a regional transportation agency that meets specified requirements, to submit an application to the department to establish and operate a project under the program. The bill would authorize the department to select no more than 8 total projects under the program using guidelines developed with input from the Department of the California Highway Patrol and the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		public. The bill would require the department, the Department of the California Highway Patrol, and the operator or operators and regional transportation agency that submitted the application to jointly determine the state highways, or segment of state highways, that will be used in a project. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report to the Legislature that includes certain information about the project.		
AB 481 Chiu D Law enforcement agencies: military equipment: funding, acquisition, and use.	2/8/2021- A. APPR. 3/25/2021- Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (March 24). Re-referred to Com. on APPR.	Existing law designates the Department of General Services as the agency for the State of California responsible for distribution of federal surplus personal property, excepting food commodities, and requires the department to, among other things, do all things necessary to the execution of its powers and duties as the state agency for the distribution of federal personal surplus property, excepting food commodities, in accordance with specified federal law. Existing law, the Federal Surplus Property Acquisition Law of 1945, authorizes a local agency, as defined, to acquire surplus federal property without regard to any law which requires posting of notices or advertising for bids, inviting or receiving bids, or delivery of purchases before payment, or which prevents the local agency from bidding on federal surplus property. Existing federal law authorizes the Department of Defense to transfer surplus personal property, including arms and ammunition, to federal or		Local Government (text 2/8/2021) Support Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>state agencies for use in law enforcement activities, subject to specified conditions, at no cost to the acquiring agency. This bill would require a law enforcement agency, defined to include specified state and local entities, to obtain approval of the applicable governing body, by adoption of a military equipment impact statement and a military equipment use policy, as specified, by ordinance at a regular meeting held pursuant to specified open meeting laws, prior to taking certain actions relating to the funding, acquisition, or use of military equipment, as defined. The bill would also require similar approval for the continued use of military equipment acquired prior to January 1, 2022. The bill would allow the governing body to approve the funding, acquisition, or use of military equipment within its jurisdiction only if it determines that the military equipment meets specified standards. The bill would require the governing body to annually review the ordinance, and to either disapprove a renewal of the authorization for a piece of military equipment or amend the military equipment use policy if it determines, based on an annual military equipment report prepared by the law enforcement agency, as provided, that the military equipment does not comply with the above-described standards for approval. This bill contains other related provisions and other existing laws.</p>		
AB 512 Holden D	2/18/2021-A. H. & C.D. 2/18/2021-	Existing law establishes priorities and procedures that any state agency disposing of surplus residential property is required to follow. This bill would require the Department of Transportation		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Surplus unimproved property: sale procedures: City of Los Angeles: City of Pasadena: City of South Pasadena.	Referred to Com. on H. & C.D.	to offer to sell specified unimproved properties in the City of Los Angeles, City of Pasadena, and City of South Pasadena at the original acquisition price paid by the department to a housing-related entity for affordable housing purposes, as provided. This bill would make legislative findings and declarations as to the necessity of a special statute for the sale of surplus unimproved property located in the City of Los Angeles, the City of Pasadena, and the City of South Pasadena. This bill contains other related provisions.		
AB 513 Bigelow R Employment: telecommuting employees.	2/18/2021-A. L. & E. 3/18/2021-Re-referred to Com. on L. & E.	Existing law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry, whether compensation is measured by time, piece, or otherwise, except as specified. This bill would authorize an employee working from home or a remote location not at the physical location of the employer to receive legally required notices and postings electronically and sign or acknowledge certain documents electronically. The bill would also authorize an employee who works from home or a remote location to have any wages due at the time of separation of employment mailed to the employee using the address the employer has on file for the employee for sending notices. The bill would require the wages to be deemed paid on the date of mailing.		
AB 550 Chiu D Vehicles: speed	3/18/2021-A. TRANS. 3/23/2021-Re-	Existing law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, and highway conditions, and in no event at a speed that endangers the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
safety system pilot program.	referred to Com. on TRANS.	safety of persons or property. This bill would require the Secretary of Transportation to, on or before July 1, 2022, develop and adopt guidelines for the implementation of pilot programs that, in the judgment of the secretary, are designed to promote the safe operation of vehicles and the reduction of speed-related fatalities and injuries by authorizing the limited use of speed safety systems, as defined. In developing the guidelines, the bill would require the secretary to, among other things, consult with certain entities, including the Department of Transportation and local governments, and work collaboratively with privacy stakeholders to consider and adopt guidelines regarding privacy and use of data, as specified. The bill would require the secretary to post the final adopted guidelines on the Transportation Agency's internet website and submit the guidelines to the appropriate policy committees of the Legislature. This bill contains other related provisions and other existing laws.		
AB 560 Quirk-Silva D Human trafficking.	2/18/2021- A. PUB. S. 2/18/2021- Referred to Com. on PUB. S.	Existing law, as amended by the Californians Against Sexual Exploitation Act, an initiative measure enacted by the approval of Proposition 35 at the November 6, 2012, statewide general election (CASE Act), proscribes the crime of human trafficking, a felony. The CASE Act makes a person who causes, induces, or persuades, or attempts to cause, induce, or persuade, a person who is a minor at the time of commission of the offense to engage in a commercial sex act with the intent to effect or maintain a violation of specified other offenses, including child pornography and extortion, guilty of human trafficking, a felony. Existing law		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>makes that crime punishable by imprisonment in the state prison for 5, 8, or 12 years and a fine of not more than \$500,000, or, if the offense involves force, fear, fraud, deceit, coercion, violence, duress, menace, or threat of unlawful injury to the victim or another person, 15 years to life and a fine of not more than \$500,000. The Legislature may amend the CASE Act by a statute passed in each house by a majority vote. This bill would expand the scope of that crime by making a person who causes, induces, or persuades, or attempts to cause, induce, or persuade, an adult, whom the person reasonably believes to be a minor at the time of commission of the offense, to engage in a commercial sex act with the intent to effect or maintain a violation of specified other offenses, including child pornography and extortion, guilty of human trafficking and subject to the penalties described above. By changing the definition of a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		
<p>AB 561 Ting D Help Homeowners Add New Housing Program: accessory</p>	<p>2/18/2021-A. H. & C.D. 2/18/2021- Referred to Com. on H. & C.D.</p>	<p>Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units in areas zoned to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. This bill would require the Treasurer, within 6 months of the effective date of these provisions, to develop the Help Homeowners Add New Housing Program with the purpose of assisting homeowners, as defined, in qualifying for loans to construct additional housing</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
dwelling unit financing.		units on their property, including accessory dwelling units and junior accessory dwelling units. The bill would, with regard to the development of the program, require the Treasurer to consult with the California Housing Financing Agency and the Department of Housing and Community Development and would authorize the Treasurer to consult with private lenders. This bill contains other related provisions and other existing laws.		
AB 564 Gonzalez, Lorena D Biodiversity Protection and Restoration Act.	2/18/2021-A. A. & A.R. 2/18/2021- Referred to Coms. on A. & A.R. and W.,P., & W.	Existing law provides that it is the Department of Fish and Wildlife’s mission to manage California’s diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment of the public. Existing law provides that one of the department’s core programs is biodiversity conservation. This bill would establish the Biodiversity Protection and Restoration Act and would provide that it is the policy of the state that all state agencies, boards, and commissions shall utilize their authorities in furtherance of the biodiversity conservation purposes and goals of certain executive orders. The bill would require all state agencies, boards, and commissions to consider and prioritize the protection of biodiversity in carrying out their statutory mandates. The bill would require strategies related to the goal of the state to conserve at least 30% of California’s land and coastal waters by 2030 to be made available to the public and provided to certain legislative committees by no later than June 30, 2022.		
AB 565 Lackey R	2/18/2021-A. L. & E.	Existing law establishes the Interagency Advisory Committee on Apprenticeship within the Division of Apprenticeship Standards,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Interagency Advisory Committee on Apprenticeship: homeless youth and foster youth.	2/18/2021- Referred to Com. on L. & E.	which is in the Department of Industrial Relations. Existing law prescribes the composition of the committee, which includes specified officials or their designees, serving as ex officio members, and 6 persons appointed by the Secretary of Labor and Workforce Development who are familiar with certain apprenticeable occupations, as specified requirements. This bill would add the director of the State Department of Social Services as a member of the Interagency Advisory Committee on Apprenticeship. This bill contains other related provisions and other existing laws.		
AB 566 Nguyen R Property taxation: revenue allocations.	2/11/2021- A. PRINT 2/12/2021-From printer. May be heard in committee March 14.	Existing property tax law generally requires the county auditor, in each fiscal year, to allocate property tax revenues to local jurisdictions in accordance with specified formulas and procedures, and generally requires that each jurisdiction be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. This bill would make a nonsubstantive change to that provision.		
AB 570 Santiago D Dependent parent health care coverage.	3/18/2021- A. HEALTH 3/22/2021-Re-referred to Com. on HEALTH.	Existing law, the Knox-Keene Health Care Service Plan Act of 1975, provides for the licensure and regulation of health care service plans by the Department of Managed Health Care, and makes a willful violation of the act a crime. Existing law provides for the regulation of health insurers by the Department of Insurance. Existing law authorizes an individual or eligible employee to add a dependent to their health care service plan		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>contract or health insurance policy, including adding a dependent outside of an initial enrollment period if certain criteria are met. Existing law defines “dependent” for these purposes to mean the spouse, registered domestic partner, or child of an individual with an individual contract or policy or an eligible employee with a small employer contract or policy. This bill would require a group or individual health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2022, that provides dependent coverage to make that coverage available to a qualified dependent parent or stepparent. The bill would expand the definition of “dependent” for an individual or small employer health care service plan contract or health insurance policy to include a qualified dependent parent or stepparent. Because a willful violation of these provisions by a health care service plan would be a crime, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>		
<p>AB 571 Mayes I Planning and zoning: density</p>	<p>2/18/2021-A. H. & C.D. 3/25/2021-Re-referred to Com. on H. & C.D.</p>	<p>Existing law, known as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development,</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
bonuses: affordable housing.		if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Existing law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's affordable units. This bill contains other related provisions and other existing laws.		
AB 572 Kalra D California Workforce Development Board: employment policies.	3/18/2021-A. L. & E. 3/22/2021-Re- referred to Com. on L. & E.	Existing law establishes the California Workforce Development Board as the body responsible for assisting 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. This bill would require the board, upon appropriation of funds by the Legislature for this purpose, to establish and maintain an outreach, education, and certification program, with specified purposes, including training restaurant employees, managers, and employers to identify and address disparities in their workforce and implementing high-road employment policies that promote equity of income and career pathways for people of color, immigrants, women, and people		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		who are transgender, nonbinary, or intersex. This bill contains other related provisions.		
AB 574 Chen R Guardians ad litem: mental illnesses.	2/18/2021- A. HEALTH 2/18/2021- Referred to Coms. on HEALTH and JUD.	Existing law authorizes a court, on its own motion or on request of certain specified persons, to appoint a guardian ad litem in a probate proceeding, as specified, to represent the interests of certain persons, including a minor or an incapacitated person. Existing law prohibits the appointment of a public guardian as a guardian ad litem in a probate proceeding, unless the court finds that no other qualified person is willing to act as a guardian ad litem. This bill would establish an additional procedure for the appointment of a guardian ad litem for a person who lacks the capacity to make rational informed decisions regarding medical care, mental health care, safety, hygiene, shelter, food, or clothing with a rational thought process due to a mental illness, defect, or deficiency. The bill would authorize certain persons to petition the court for the appointment of a guardian ad litem under these provisions, and would establish the procedures that would govern the filing of a petition, its notice provisions, and court procedures. Under certain circumstances, the bill would require the court to appoint the public defender or private counsel to represent a person who is the subject of a petition. This bill contains other existing laws.		
AB 581 Irwin D Cybersecurity.	2/18/2021-A. P. & C.P. 3/25/2021-From committee chair,	Existing law establishes the Office of Information Security within the Department of Technology, under the direction of the Chief of the Office of Information Security, for the purpose of ensuring the confidentiality, integrity, and availability of state systems and		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	with author's amendments: Amend, and re-refer to Com. on P. & C.P. Read second time and amended. (Amended 3/25/2021)	applications and to promote and protect privacy as part of the development and operations of state systems and applications to ensure the trust of the residents of this state. The law requires an entity within the executive branch that is under the direct authority of the Governor to implement the policies and procedures issued by the office. The law additionally authorizes the office to conduct, or require to be conducted, an independent security assessment of every state agency, department, or office, as specified. The law authorizes the Military Department to perform an independent security assessment of any state agency, department, or office. This bill would require all state agencies, as generally defined, to review and implement specified National Institute of Standards and Technology (NIST) guidelines for, among other things, reporting, coordinating, publishing, and receiving information about a security vulnerability relating to information systems and the resolution thereof, no later than July 1, 2022. The bill would require the chief to review the NIST guidelines and to create, update, and publish any appropriate standards or procedures in the State Administrative Manual and Statewide Information Management Manual to apply the NIST guidelines to certain state governmental agencies, as defined, no later than April 1, 2022. The bill would authorize a state agency to satisfy their requirement to implement NIST guidelines by adopting those standards and procedures published in the State Administrative Manual and Statewide Information Management Manual. The bill would require the office to provide assistance to any state agency that requests assistance in implementing the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>guidelines or the standards and procedures, and to provide operational and technical assistance to state agencies on reporting, coordinating, publishing, and receiving information about cybersecurity vulnerabilities of information systems, until that agency withdraws their request for assistance with implementation or cybersecurity.</p>		
<p>AB 584 Rivas, Robert D Department of Transportation: weight limits: special permits.</p>	<p>2/18/2021- A. TRANS. 2/18/2021- Referred to Com. on TRANS.</p>	<p>Existing law imposes limits on the size, weight, and load of vehicles that may be operated on the highway and authorizes the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to issue permits to operate the vehicles exceeding the specified size, weight, and load limits. This bill would, no later than July 1, 2022, require the department to develop a pilot program for the purpose of issuing a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment permitting the hauling of raw milk in excess of 80,000 pounds if the vehicle, combination, or equipment meets specified criteria. The bill would require an application for the permit to contain specified information, including a description of the vehicles to be operated under the permit. The bill would state that a permit is valid for one year and may be canceled by the department for specified reasons including the failure of the applicant to maintain any of the conditions required for the application. The bill would state that the holder of a permit is not authorized to operate outside of designated corridors identified by the department. The bill would require the department to submit a report to the Legislature, as</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		specified. The bill would authorize the department to charge a fee, as specified. The bill would repeal these provisions on January 1, 2030.		
AB 585 Rivas, Luz D Climate change: Extreme Heat and Community Resilience Program.	3/24/2021- A. APPR. 3/25/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (March 24). Re-referred to Com. on APPR.	Existing law requires the Natural Resources Agency every 3 years to update the Safeguarding California Plan, the state’s climate adaptation strategy. As part of the update, existing law requires the agency to coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. Existing law requires state agencies to work to maximize specified objectives related to climate change. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. This bill would establish the Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program. Under the program, the bill would require the Office of Planning and Research to coordinate the state’s efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the office, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the program.		Natural Resources (text 3/17/2021) Support 350 Silicon Valley California Interfaith Power and Light California State Parks Foundation California Solar & Storage Association Climate Resolve Community Nature Connection County Health Executives Association of California Edison International and Affiliates, Including Southern California Edison Elders Climate Action, NorCal and SoCal Chapters Environmental & Energy Consulting Oppose California Asphalt and Pavement Association

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 589 Garcia, Eduardo D Public Social Services.	2/11/2021- A. PRINT 2/12/2021-From printer. May be heard in committee March 14.	Existing law establishes various public assistance programs to provide protection, care, and assistance to the people of the state who are in need of those services. Existing law defines “public assistance” and “public assistance programs” to refer to specified public social services programs, including, among others, the California Work Opportunity and Responsibility to Kids (CalWORKs) program, adult day health care programs, programs for the aged, blind, and disabled, and in-home supportive services. This bill would make technical, nonsubstantive changes to that definition.		
AB 590 Gipson D Cities.	2/11/2021- A. PRINT 2/12/2021-From printer. May be heard in committee March 14.	Existing law sets forth various provisions relating to the governance of cities and defines the term “legislative body” for these purposes. This bill would make a nonsubstantive change to that definition.		
AB 594 McCarty D Law enforcement policies.	3/24/2021- A. APPR. 3/24/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 1.) (March 23). Re-referred	Under existing law, a peace officer is justified in using deadly force when the officer reasonably believes, based on the totality of the circumstances, that such force is necessary to defend against an imminent threat of death or serious bodily injury to the officer or another person, or to apprehend a fleeing felon, as specified. This bill would, for deadly use of force incidents other than those required to be investigated by the Attorney General, require an agency to cause a criminal investigation of these incidents to be conducted, and would prohibit a law enforcement		Public Safety (text 3/16/2021) Support California Public Defenders Association Consumer Attorneys of California San Francisco Public Defender Oppose California Association of Highway Patrolmen

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	to Com. on APPR.	agency from having primary responsibility for conducting the criminal investigation into those incidents involving an officer employed by that agency. This bill would instead provide alternative protocols for investigations of those incidents, including investigation by the district attorney’s office, another law enforcement agency, or a multidisciplinary and multiagency task force. The bill would specify that these requirements apply only to a criminal investigation and not to any administrative or disciplinary investigation. The bill would also require each agency to adopt a written policy, or amend their existing written policy on the criminal investigation of officer-involved deadly use of force incidents, to be compliant with the requirements of this bill, and to make that policy available to the public, as specified. This bill contains other related provisions and other existing laws.		California Attorneys for Criminal Justice California State Sheriffs' Association Peace Officers Research Association of California
AB 602 Grayson D Development fees: impact fee nexus study.	3/18/2021-A. L. GOV. 3/22/2021-Re-referred to Com. on L. GOV.	Existing law, the Permit Streamlining Act, which is part of the Planning and Zoning Law, requires each public agency to provide a development project applicant with a list that specifies the information that will be required from any applicant for a development project. The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee’s use and the type of development project on which the fee is imposed. Existing law requires a city, county, or special district that has an internet website to make available on its internet website certain		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		information, as applicable, including its current schedule of fees and exactions. This bill, among other things, would require, on and after January 1, 2022, a city, county, or special district that conducts an impact fee nexus study to follow specific standards and practices, including, but not limited to, (1) that prior to the adoption of an associated development fee or exaction, an impact fee nexus study be adopted, (2) that the study identify the existing level of service for each assessed impact, identify the proposed new level of service, explain the level of metric being used, and include a finding of why the new level of service is necessary, and (3) that a fee levied or imposed on a housing development project by a local agency be proportionate to the square footage of the proposed unit or units. The bill would also require a city, county, or special district to post a written fee schedule or a link directly to the written fee schedule on its internet website. By requiring a city or county to include certain information in, and follow certain standards with regard to, its impact fee nexus studies and to include certain information on its internet website, the bill would impose a state-mandated local program. This bill contains other existing laws.		
AB 603 McCarty D Law enforcement settlements and	2/18/2021- A. PUB. S. 2/18/2021- Referred to Com. on PUB. S.	Existing law requires each law enforcement agency to annually furnish specified information to the Department of Justice regarding the use of force by a peace officer. Existing law also establishes the Department of the California Highway Patrol within the Transportation Agency. This bill would require municipalities, as defined, to annually post on their internet		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
judgments: reporting.		websites specified information relating to settlements and judgments resulting from allegations of improper police conduct, including, among other information, amounts paid, broken down by individual settlement and judgment, information on bonds used to finance use of force settlement and judgment payments, and premiums paid for insurance against settlements or judgments resulting from allegations of improper police conduct. The bill would require the Transportation Agency to annually post the same information on its internet website regarding settlements and judgments against the Department of the California Highway Patrol. By increasing requirements for local governments, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 604 Daly D Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.	2/18/2021- A. TRANS. 2/18/2021- Referred to Com. on TRANS.	Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain fuel taxes and vehicle fees, for the program in the Road Maintenance and Rehabilitation Account. Existing law requires funds available for the program to be allocated for various specified purposes and requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the Department of Transportation for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. This		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		bill would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the department for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.		
AB 620 Mullin D Unified online environmental permit application.	2/12/2021- A. PRINT 2/13/2021-From printer. May be heard in committee March 15.	Existing law declares that the California Environmental Protection Agency is established to enhance the state's protection of the environment, by among other things, more effectively coordinating the permit actions of the departments or boards within the agency that issue environmental permits. Existing law declares the intent of the Legislature to provide a mechanism by which the California Environmental Protection Agency may further this objective of environmental protection by bringing relevant agencies together to synchronize, to the maximum extent feasible, the environmental permit requirements imposed on applicants by the departments or boards within the agency, among other objectives. This bill would express the intent of the Legislature to enact subsequent legislation creating a unified online environmental permit application and process for state agencies that simplify the submittal and tracking of environmental permits for permit applicants and state agencies, and supports interagency coordination.		
AB 621 Rivas, Robert D California	3/25/2021- A. NAT. RES. 3/25/2021- Referred to Coms.	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 the lead agency proposes to carry out or approve		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Environmental Quality Act: streamlined environmental review: standard of review: hospitals.	on NAT. RES. and JUD. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.	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 a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. Under existing law, a lead agency's decision to adopt a negative declaration or mitigated negative declaration is reviewed by the courts under the fair argument standard while the lead agency's decision to certify an EIR is reviewed under the substantial evidence standard. This bill would authorize the Governor to certify a new hospital project or hospital expansion or modernization project as an environmental leadership hospital project if the project meets certain requirements. The bill would require the project applicant to certify compliance with certain labor standards in regards to the implementation of the project. The bill would require the lead agency to concurrently prepare the record of proceedings for a project certified by the Governor, as applicable. By requiring the concurrent preparation of the record of proceedings, this bill would impose a state-mandated local program. The bill would require certain California Rules of Court to apply to any action or proceeding brought to challenge a lead agency's adoption or certification of an environmental review document, as defined, for a project certified by the Governor,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		including the rule that requires an action or proceeding, including any appeals therefrom, brought to challenge the lead agency’s decision for a certified project to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court. The bill would specify that the review of a lead agency’s decision to adopt or certify an environmental review document, as defined, for a certified project is the substantial evidence standard. The bill would provide that, if the lead agency fails to adopt or certify an environmental review document on or before June 1, 2028, for a certified project, the provisions of the bill do not apply to that project. The provisions of the bill would be repealed by their own terms on January 1, 2029. This bill contains other existing laws.		
AB 654 Reyes D COVID-19: exposure: notification.	2/25/2021-A. L. & E. 2/25/2021- Referred to Com. on L. & E.	Under existing law, if an employer or representative of the employer receives a notice of potential exposure to COVID-19, the employer is required to take specified actions within one business day of the notice of potential exposure to, among other things, provide written notice to all employees on the premises at the worksite that they may have been exposed to COVID-19 and to report related information to the local public health department. Existing law also requires the State Department of Public Health to make workplace industry information received from local public health departments pursuant to these provisions available on its internet website in a manner that allows the public to track the number and frequency of COVID-19 outbreaks and the number of COVID-19 cases and outbreaks by industry reported		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		by any workplace. This bill would require the State Department of Public Health to make workplace and industry information received from local public health departments available on its internet website in a manner that, among other things, allows the public to track the number of COVID-19 cases and outbreaks by both workplace and industry. This bill contains other related provisions.		
AB 680 Burke D Greenhouse Gas Reduction Fund: California Just Transition Act.	2/25/2021-A. L. & E. 2/25/2021- Referred to Coms. on L. & E. and NAT. RES.	Existing law, the California Global Warming Solutions Act of 2006, establishes the State Air Resources Board as the agency responsible for 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 from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill would enact the California Just Transition Act, which would require the Labor and Workforce Development Agency to work with the state board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies to give preference to applicants that demonstrate a partnership with an educational		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		institution or training program targeting residents of disadvantaged, tribal, and low-income communities.		
AB 682 Bloom D Planning and zoning: cohousing buildings.	2/25/2021-A. H. & C.D. 3/15/2021-In committee: Hearing postponed by committee.	The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances regulating zoning within its jurisdiction, as specified. This bill would require a city or county with a population of more than 400,000 people to permit the building of cohousing buildings, as defined, in any zone where multifamily residential buildings are permitted. The bill would require that cohousing buildings be permitted on the same basis as multifamily dwelling units. The bill would set minimum standards for the construction of cohousing buildings, including floor-space ratios and setback requirements. The bill would require that specified percentages of cohousing buildings be set aside for affordable housing, as specified. The bill would define terms for the purpose of these provisions. This bill contains other related provisions and other existing laws.		
AB 703 Rubio, Blanca D Open meetings: local agencies: teleconferences.	2/25/2021-A. L. GOV. 2/25/2021- Referred to Com. on L. GOV.	Existing law, the Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. The act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>teleconference location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency’s jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would remove the requirements of the act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided. This bill contains other related provisions and other existing laws.</p>		
<p>AB 712 Calderon D Local Agency</p>	<p>2/25/2021-A. L. GOV. 2/25/2021-</p>	<p>Existing law, the Local Agency Public Construction Act, regulates contracting by local agencies, including counties and special districts. The act includes specific provisions for contracting by counties, contracting for county highways and</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Public Construction Act: change orders.	Referred to Com. on L. GOV.	county bridges and subways, and contracting by county waterworks districts. Other existing law regulates contracting by the Los Angeles County Flood Control District (LACFCD). Those specific provisions include change order authorization for contracts, as prescribed, and impose caps on the extra cost of any change order, varying with the value of the original contract. This bill would require that the existing caps be adjusted annually to reflect the percentage change in the California Consumer Price Index. The bill would modify the cap applicable to contracts exceeding \$250,000 to apply only to contracts exceeding that amount but not exceeding \$25,000,000. The bill would add a new change order cap of \$500,000 for contracts whose original cost exceeds \$25,000,000 and of \$1,000,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index. This bill contains other related provisions and other existing laws.		
AB 713 Garcia, Cristina D Health analysis: transportation policies, programs, and funding allocations:	3/18/2021- A. TRANS. 3/23/2021-Re-referred to Com. on TRANS.	(1)Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
greenhouse gas emissions scoping plan.		related to the agency. This bill would require the Transportation Agency, in collaboration with specified state agencies, to develop an action plan no later than January 1, 2023, to better integrate health analysis broadly into the design and implementation of the state’s transportation policies, programs, and funding allocations with the goal of maximizing health and health equity benefits. The bill would require the California Transportation Commission and the Department of Transportation to incorporate the action plan into the design and implementation of the transportation policies and programs under their jurisdiction. This bill contains other related provisions and other existing laws.		
AB 721 Bloom D Covenants and restrictions: affordable housing.	2/25/2021-A. H. & C.D. 2/25/2021- Referred to Coms. on H. & C.D. and JUD.	Existing law permits a person who holds an ownership interest of record in property that the person believes is the subject of an unlawfully restrictive covenant based on, among other things, source of income, to record a Restrictive Covenant Modification, which is to include a copy of the original document with the illegal language stricken. Before recording the modification document, existing law requires the county recorder to submit the modification document and the original document to the county counsel who is required to determine whether the original document contains an unlawful restriction. This bill would make any private recorded covenants, conditions, restrictions, or private limits on the use of private or publicly owned land contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale that restricts the number or size of the residences that may be built on the property, or that restricts		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		the number of persons who may reside on the property unenforceable against the owner of an affordable housing development, as defined. This bill contains other related provisions and other existing laws.		
AB 724 Ward D Homelessness programs: funding.	3/25/2021-A. H. & C.D. 3/25/2021- Referred to Com. on H. & C.D. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.	Existing law establishes various programs, including, among others, the Emergency Housing and Assistance Program, to provide assistance to homeless persons. Existing law requires a state agency or department that funds, implements, or administers a state program that provides housing or housing-related services to people experiencing homelessness or at risk of homelessness to revise or adopt guidelines and regulations to include enumerated Housing First policies. This bill would require specified state entities to, not later than January 1, 2023, develop a streamlined funding program that meets specified criteria, to support the state's policy goal of reducing homelessness statewide by providing funding opportunities for local governments, as defined, to increase their capacity to respond to local homelessness needs through providing housing, emergency shelters, or other assistance to homeless individuals and families, or those at risk for homelessness, as defined, designed to reduce homelessness in their local areas. The bill would require, not later than January 1, 2023, the state entities to prepare and submit to the Legislature a report on their proposed programs, as provided. This bill contains other existing laws.		
AB 726 Garcia,	2/25/2021-A. L. GOV.	Existing law, until January 1, 2024, authorizes a county, city and county, or city to establish a capital investment incentive		Local Government (text 2/16/2021)

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Eduardo D Capital investment incentive program: qualified manufacturing facility.	3/25/2021-From committee: Do pass. (Ayes 8. Noes 0.) (March 24).	program. Existing law requires a county, city and county, or city that has so elected, to pay a capital investment incentive amount to the proponent of a qualified manufacturing facility for up to 15 years, upon request by a proponent in writing. Existing law defines “qualified manufacturing facility” for these purposes to mean a proposed manufacturing facility that meets specified requirements including that the facility is operated certain businesses, including, among others, a business engaged in the recovery of minerals from geothermal resources or a business engaged in the manufacturing of parts or components related to the production of electricity using solar, wind, biomass, hydropower, or geothermal resources, as specified. This bill would add a business engaged in manufacturing of fuels, electrical parts, or components used in the field of clean transportation or the production of alternative fuel vehicles or electric vehicles to the list of business that may operate a qualified manufacturing facility.		Support Oppose
AB 757 Davies R Private employment: COVID-19: positive test or diagnosis: documentation.	2/25/2021-A. L. & E. 2/25/2021- Referred to Com. on L. & E.	Existing law provides for the regulation and supervision of employment, including compensation, working hours, and various privileges and immunities relating to employment. Existing law authorizes the Division of Labor Standards Enforcement to enforce the Labor Code and all labor laws of the state the enforcement of which is not specifically vested in any other officer, board, or commission. This bill would authorize a private employer to request prescribed documentation of a positive COVID-19 test or diagnosis if an employee reports that the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		employee has been diagnosed or tested positive for COVID-19 and is unable to work and the employer determines that an employee may be subject to a 14-day exclusion from the workplace as required under certain law or regulations. The bill would require an employer, in requesting documentation pursuant to the bill and in receiving information in response to that request, to comply with existing privacy protections. This bill contains other related provisions.		
AB 773 Nazarian D Street closures and designations.	2/25/2021-A. L. GOV. 2/25/2021- Referred to Com. on L. GOV.	Existing law authorizes local authorities to adopt rules and regulations for highways under their jurisdiction if specified criteria are met. Under existing law, authorized actions by local authorities include permanent or temporary highway or street closures under certain conditions and the designation of a highway as a through highway. This bill would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.		
AB 784 Quirk D Alameda-Contra Costa Transit District.	3/24/2021-A. APPR. 3/25/2021-From committee: Do pass and re-refer to Com. on	(1)The Transit District Law authorizes any city together with unincorporated territory, or 2 or more cities, with or without unincorporated territory, in either the Counties of Alameda or Contra Costa or both, to organize and incorporate as a transit district divided into 5 wards with specified powers and duties relative to providing public transit service. This bill would repeal		Local Government (text 3/15/2021) Support Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	APPR. (Ayes 8. Noes 0.) (March 24). Re-referred to Com. on APPR.	the authority to form a transit district under these provisions and would recognize the Alameda-Contra Costa Transit District as the district formed pursuant to this authority. This bill contains other related provisions and other existing laws.		
AB 786 Cervantes D	2/25/2021-A. TRANS. 2/25/2021-Referred to Com. on TRANS.	Existing law establishes within the Transportation Agency the California Transportation Commission. Existing law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission. This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.		
California Transportation Commission: executive director.				
AB 787 Gabriel D	3/18/2021-A. H. & C.D. 3/22/2021-Re-referred to Com. on H. & C.D.	Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Existing law requires that the housing element include, among other things, an assessment of housing needs and an inventory of resources and constraints relevant to meeting those needs. Existing law requires the Department of Housing and Community Development, in consultation with each council of governments, to determine each region's existing and projected housing need and requires each council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law requires the		
Planning and zoning: housing element: converted affordable housing units.				

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city’s or county’s share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would authorize a city or county to elect to meet all or a portion of its share of regional housing need for the applicable income category with units in an existing multifamily building that are converted to deed-restricted housing for very low, low-, or moderate-income households by the acquisition of the unit or the imposition of affordability covenants and restrictions for the unit if specified conditions are met. Among these conditions, the bill would require that the converted unit be subject to long-term affordability covenants and restrictions that require the unit to be affordable to persons of very low, low, or moderate income for at least 55 years. This bill contains other existing laws.</p>		
<p>AB 794 Carrillo D Air pollution: purchase of vehicles and vehicle</p>	<p>3/25/2021-A. L. & E. 3/25/2021- Referred to Coms. on L. & E. and TRANS. From committee chair,</p>	<p>Existing law establishes various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of vehicles and vehicle technology by individuals and fleet purchasers. This bill would establish specified labor and workforce standards that a manufacturer of vehicles or vehicle technology would be required to meet in order for the vehicles or vehicle technology to be</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
technology: incentive programs: eligibility: labor and workforce standards.	with author's amendments: Amend, and re- refer to Com. on L. & E. Read second time and amended.	eligible under the incentive programs. For this purpose, the bill would specify the percentage of incentives that a vehicle or vehicle technology would be eligible for, as provided. The bill would also establish specified labor and workforce standards that a fleet purchaser would be required to meet in order to be eligible to receive incentives under the incentive programs.		
AB 795 Patterson R Department of Housing and Community Development: housing bond programs.	2/25/2021-A. H. & C.D. 2/25/2021- Referred to Com. on H. & C.D.	Existing law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including responsibility for administering various housing and home loan programs throughout the state. Existing law requires the department, on or before December 31 of each year, to submit an annual report containing specified information 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. This bill would require the department to include in those annual reports specified information relating to grant-based programs administered by the department, including the amount of the original awards to recipients, the portions not yet disbursed to recipients, and an estimate of how many individuals could benefit from the remaining balance. This bill contains other related provisions.		
AB 811 Rivas, Luz D	2/25/2021-A. L. GOV. 2/25/2021-	Existing law creates the Los Angeles County Metropolitan Transportation Authority, with specified powers and duties. Existing law authorizes the authority to enter into contracts with	Sponsor	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Los Angeles County Metropolitan Transportation Authority: contracting.	Referred to Coms. on L. GOV. and TRANS.	private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management, acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Existing law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions.		
AB 816 Chiu D State and local agencies: homelessness plan.	2/25/2021-A. H. & C.D. 2/25/2021- Referred to Com. on H. & C.D.	Existing law establishes in state government the Business, Consumer Services, and Housing Agency, comprised of the Department of Consumer Affairs, the Department of Housing and Community Development, the Department of Fair Employment and Housing, the Department of Business Oversight, the Department of Alcoholic Beverage Control, the Alcoholic Beverage Control Appeals Board, the California Horse Racing Board, and the Alfred E. Alquist Seismic Safety Commission. This bill, upon appropriation by the Legislature or upon receiving technical assistance offered by the federal Department of Housing and Urban Development (HUD), if available, would require the coordinating council to conduct, or contract with an entity to conduct, a statewide needs and gaps		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>analysis to, among other things, identify state programs that provide housing or services to persons experiencing homelessness and create a financial model that will assess certain investment needs for the purpose of moving persons experiencing homelessness into permanent housing. The bill would provide that the council’s obligation to conduct the statewide needs and gaps analysis is fulfilled if a technical assistance provider from HUD conducts the analysis on behalf of the council. The bill would require the council to work with the technical assistance provider to complete the analysis. The bill would authorize local governments to collaborate with the coordinating council or other entity conducting the analysis upon an appropriation by the Legislature to cover costs of the collaboration or upon provision of technical assistance by HUD. The bill would also require the coordinating council or any other entity conducting the analysis to seek input from the coordinating council’s members on the direction of, design of data collection for, and items to be included in the statewide needs and gaps analysis. The bill would require the council to report on the analysis to specified committees in the Legislature by July 31, 2022. The bill would require the coordinating council or other entity conducting the analysis to evaluate all available data, including, among other things, data from other state departments and agencies. The bill would require a state department or agency with a member on the coordinating council to assist in data collection for the analysis by responding to data requests within 180 days, as specified. This bill contains other related provisions and other existing laws.</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 819 Levine D California Environmental Quality Act: notices and documents: electronic filing and posting.	3/24/2021- A. APPR. 3/24/2021-VOTE: Do pass as amended and be re-referred to the Committee on [Appropriations] (PASS)	(1)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 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. The act requires the lead agency to mail certain notices to persons who have filed a written request for notices. This bill would instead require a lead agency to submit to the State Clearinghouse, in an electronic form, the above-described environmental review documents for all projects and would require the lead agency to post those documents on its internet website.This bill contains other related provisions and other existing laws.		Natural Resources (text 3/16/2021) Support American Planning Association, California Chapter California Chamber of Commerce Oppose None
AB 821 Cooper D Sexually violent predators: placement outside county of domicile: notice and hearing.	3/18/2021- A. PUB. S. 3/22/2021-Re-referred to Com. on PUB. S.	Existing law defines a sexually violent predator as a person who has been convicted of a sexually violent offense and has a diagnosed mental disorder that makes the person a danger to others in that they are likely to engage in sexually violent criminal behavior. Existing law provides for the commitment of a sexually violent predator to the State Department of State Hospitals. Existing law provides that a sexually violent predator may be conditionally released at the end of their commitment, as specified.Existing law requires a sexually violent predator who is		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>conditionally released to be placed in the county that was the person’s county of domicile prior to the person’s incarceration, unless extraordinary circumstances exist requiring placement outside the county, as specified. This bill would require advance notice, as specified, if a sexually violent predator is to be released to a county other than their county of domicile. The bill would require the local jurisdiction to give public notice of the intended release and allow for public comment, as specified. The bill would require the court to hold an evidentiary hearing to determine if extraordinary circumstances exist. The bill would place the burden of showing extraordinary circumstances on the State Department of State Hospitals. The bill would require the court to accept remote testimony and written affidavits, as specified, for this hearing. The bill would limit how a lack of housing may be used to justify extraordinary circumstances and would require the department to present specified evidence regarding housing. The bill would also provide for discovery of relevant materials. This bill contains other existing laws.</p>		
<p>AB 823 Gray D High-Speed Rail Authority: trains powered by fossil fuel combustion engines.</p>	<p>2/25/2021- A. TRANS. 2/25/2021- Referred to Com. on TRANS.</p>	<p>The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the high-speed rail system to be designed to use electric trains. Existing law authorizes the authority, upon receiving legislative or voter approval, to enter into contracts with private or public entities for the design, construction, and operation of high-speed trains. This bill would prohibit the authority from directly or</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.		
AB 840 Holden D County transportation commissions: regional transit service: airports.	3/11/2021-A. TRANS. 3/16/2021-Re-referred to Com. on TRANS.	The County Transportation Commissions Act provides for the creation of county transportation commissions in the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, with various powers and duties relative to transportation planning and funding, as specified. Existing law requires the county transportation commissions for the Counties of Los Angeles, Orange, Riverside, and San Bernardino, upon the adoption of a resolution by each of those commissions, to jointly develop, in consultation with certain governmental agencies, a program for regional transit services, as defined, within the multicounty region. This bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports within the multicounty region, as provided. The bill would require the initial regional transit services draft program under these provisions to be completed on or before December 1, 2022. The bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to hold a joint		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		public hearing in each county in their jurisdiction on the draft program no earlier than 30 days after the draft has been completed. Following the public hearings, the bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to adopt the regional transit services program. By imposing additional duties on county transportation commissions, the bill would impose a state-mandated local program. This bill contains other existing laws.		
AB 843 Aguiar-Curry D California Renewables Portfolio Standard Program: renewable feed-in tariff.	2/25/2021-A. U. & E. 2/25/2021- Referred to Com. on U. & E.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires every electrical corporation to file with the commission a standard tariff for electricity generated by an electric generation facility, as defined, that qualifies for the tariff, is owned and operated by a retail customer of the electrical corporation, and is located within the service territory of, and developed to sell electricity to, the electrical corporation. The commission refers to this requirement as the renewable feed-in tariff. This bill would provide that the tariff would apply to a qualifying electric generation facility that is developed to sell electricity to the electrical corporation or community choice aggregator within the electrical corporation's service territory. This bill contains other related provisions and other existing laws.		
AB 845 Rodriguez D	2/25/2021-A. P.E. & R.	Existing law, until 2023, defines "injury" for purposes of workers' compensation insurance to include illness or death		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Disability retirement: COVID-19: presumption.	2/25/2021- Referred to Com. on P.E. & R.	resulting from the 2019 novel coronavirus disease (COVID-19) under specified circumstances, and creates a disputable presumption, as specified, that the injury arose out of the course of employment and is compensable. This presumption is applicable to specified public safety, firefighter, and medical occupation, among others, as specified. This bill, until January 1, 2023, would create a presumption, applicable to the retirement systems that PEPRAs regulate and to specified members in those systems, that would be applied to disability retirements on the basis, in whole or in part, of a COVID-19-related illness. In this circumstance, the bill would require that it be presumed the disability arose out of, or in the course of, the member's employment. The bill would authorize the presumption to be rebutted by evidence to the contrary, but unless controverted, the board of administration of the applicable retirement system would be required to find in accordance with the presumption. The bill would apply this presumption to members employed in specified firefighter, public safety officer, and health care job classifications, or their functional equivalents, and to members in other job classifications who test positive for COVID-19 during an outbreak of the disease at their places of employment, as defined. This bill contains other existing laws.		
AB 846 Low D Local Agency	2/25/2021- A. HIGHER ED. 2/25/2021-	Existing law, the Local Agency Public Construction Act, authorizes job order contracting for school districts and community college districts until January 1, 2022. Existing law requires job order contractors to submit a questionnaire to the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Public Construction Act: job order contracting.	Referred to Com. on HIGHER ED.	school district or community college district containing specified information verified under oath. This bill would change the January 1, 2022, repeal date to January 1, 2027, thereby extending authorization for job order contracting for school districts and community college districts indefinitely, and make conforming changes. By extending the operation of those provisions that expand the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 859 Irwin D Mobility devices: personal information.	2/25/2021-A. P. & C.P. 2/25/2021- Referred to Com. on P. & C.P.	Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer 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 personal information about the consumer to third parties not to sell the consumer's personal information. This bill would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator's mobility devices operating in the geographic area under the public agency's jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		transportation planning, integration of mobility options, and road safety. The bill would prohibit a public agency from sharing trip data with a contractor or agent. This bill contains other existing laws.		
AB 867 Kiley R Family care leave: child deceased in childbirth.	2/25/2021- A. INS. 2/25/2021- Referred to Com. on INS.	Existing unemployment compensation disability law requires workers to pay contribution rates based on, among other things, wages received in employment and benefit disbursement, for payment into the Unemployment Compensation Disability Fund, a special fund in the State Treasury. That fund is continuously appropriated for the purpose of providing disability benefits and making payment of expenses in administering those provisions. This bill would expand eligibility for benefits under the paid family leave program by expanding bonding leave relating to a child's birth to include leave for a parent who was pregnant with a child, if the child dies unexpectedly during childbirth at 37 weeks or more of pregnancy. This bill contains other existing laws.		
AB 885 Quirk D Bagley-Keene Open Meeting Act: teleconferencing.	2/25/2021- A. G.O. 3/25/2021-Re- referred to Com. on G.O.	The Bagley-Keene Open Meeting Act (Bagley-Keene Act), requires, with specified exceptions, that all meetings of a state body, as defined, be open and public, and all persons be permitted to attend any meeting of a state body, except as provided. The Bagley-Keene Act, among other things, requires a state body that elects to conduct a meeting or proceeding by teleconference to make the portion of the meeting that is required to be open to the public audible to the public at the location specified in the notice of the meeting. The Bagley-Keene Act requires a state body that		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>elects to conduct a meeting or proceeding by teleconference to post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and requires each teleconference location to be accessible to the public. That law authorizes any meeting of a state body that is an advisory board, advisory commission, advisory committee, advisory subcommittee, or similar multimember advisory body to hold an open meeting by teleconference if the meeting complies with the requirements of the act, except as provided. Existing law requires that when a member of a multimember state advisory body participates remotely the body provide a means by which the public may remotely hear audio of the meeting or remotely observe the meeting. Existing law requires a multimember state advisory body to end or adjourn a meeting if it discovers that a required means of remote access has failed during the meeting, and, if the meeting is to adjourn and reconvene on the same day, that law requires the body to communicate, among other things, how a member of the public may hear audio of the meeting or observe the meeting. This bill would require a state body that elects to conduct a meeting or proceeding by teleconference to make the portion that is required to be open to the public both audibly and visually observable. The bill would require a state body that elects to conduct a meeting or proceeding by teleconference to post an agenda at the designated primary physical meeting location in the notice of the meeting where members of the public may physically attend the meeting and participate. The bill would</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>extend the above requirements of meetings of multimember advisory bodies that are held by teleconference to meetings of all multimember state bodies. The bill would require a multimember state body to provide a means by which the public may both audibly and visually remotely observe a meeting if a member of that body participates remotely. The bill would further require any body that is to adjourn and reconvene a meeting on the same day to communicate how a member of the public may both audibly and visually observe the meeting. The bill would also make nonsubstantive changes to those provisions. This bill contains other existing laws.</p>		
<p>AB 886 Bonta D Victims of crimes.</p>	<p>2/25/2021- A. PUB. S. 3/23/2021-Re- referred to Com. on PUB. S.</p>	<p>(1)Existing law authorizes victims of crime to be awarded compensation by the California Victim Compensation Board for the pecuniary losses they suffer as a direct result of criminal acts. The awarding of compensation is subject to application procedures, eligibility requirements, and specified limits on the amount of compensation. Existing law establishes the Restitution Fund and continuously appropriates moneys in the fund to the board for the purposes of indemnification of victims of crime. Existing law allows the board to deny an application for compensation if the victim fails to reasonably cooperate with law enforcement officials, as specified, except as exempted. This bill would eliminate the requirement that a victim cooperate with law enforcement to be eligible for compensation. By expanding the authorization for the use of moneys in the continuously appropriated Restitution Fund, this bill would make an</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>appropriation.(2)Existing law defines a “hate crime” as a criminal act committed, in whole or in part, because of actual or perceived characteristics of the victim, including, among other things, race, religion, disability, and sexual orientation.Existing law creates various preconviction diversion programs for persons charged with crimes. Existing law states that restorative justice is a principal policy goal of the state in sentencing for hate crimes.This bill would, subject to an appropriation of funds by the Legislature, create a grant program within the Department of Justice to provide grants to community-based organizations, as defined, for the implementation and operation of restorative justice programs, as defined, that are focused on hate crime offenses.This bill would also, subject to an appropriation of funds by the Legislature, create a grant program within the California Health and Human Services Agency to provide grants to community-based organizations, as defined, for the implementation of mental health services, as described, focused on the victims of, and other persons affected by, hate crimes and related hostilities.</p>		
<p>AB 897 Mullin D Office of Planning and Research: regional climate networks: climate</p>	<p>2/25/2021- A. NAT. RES. 2/25/2021- Referred to Com. on NAT. RES.</p>	<p>Existing law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state’s climate adaptation strategy, known as the Safeguarding California Plan. Existing law establishes the Office of Planning and Research in state government in the Governor’s office. Existing law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
adaptation action plans.		regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. This bill contains other related provisions.		
AB 905 Quirk D Mobile fueling on-demand tank vehicles: performance standards.	2/25/2021- A. TRANS. 2/25/2021- Referred to Coms. on TRANS. and NAT. RES.	(1)Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law makes a violation of a rule or regulation of the state board a misdemeanor. This bill would require the state board to regulate a mobile fueling on-demand tank vehicle, as defined, as a mobile source, and, contingent upon an appropriation by the Legislature for this purpose, to adopt regulations on or before a specified date to control emissions attributable to mobile fueling on-demand tank vehicles and to certify equipment for those vehicles, as provided. The bill would authorize the state board to allow the use of onboard refueling vapor recovery (ORVR) systems to achieve or maintain the standards and procedures adopted in those regulations for the control of gasoline vapors resulting from the motor vehicle fueling operations of a mobile fueling on-demand tank vehicle. Because a violation of those regulations would be a crime, the bill		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 906 Carrillo D Zero-emission trucks: tax and fee exemptions.	2/25/2021-A. REV. & TAX 3/22/2021-In committee: Hearing postponed by committee.	(1)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. Those laws provide various exemptions from those taxes. This bill would exempt from those taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics. This bill contains other related provisions and other existing laws.		
AB 917 Bloom D Vehicles: video imaging of parking violations.	2/25/2021-A. TRANS. 2/25/2021-Referred to Coms. on TRANS. and P. & C.P.	Existing law authorizes the City and County of San Francisco (San Francisco) and, until January 1, 2022, the Alameda-Contra Transit District, to enforce parking violations in specified transit-only traffic lanes through the use of video imaging and to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes, as specified. Existing law requires a designated employee, who is qualified by San Francisco, or a contracted law enforcement agency for the Alameda-Contra Costa Transit District, who is qualified by the city and county or the district to issue parking citations, to review	Co-Sponsor	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		video image recordings for the purpose of determining whether a parking violation occurred in a transit-only traffic lane and to issue a notice of violation to the registered owner of a vehicle within 15 calendar days, as specified. Existing laws makes these video image records confidential, and provides that these records are available only to public agencies to enforce parking violations. Existing law provides that if the Alameda-Contra Costa Transit District implements an automated enforcement system as described above, the district is required to submit a report to specified committees of the Legislature by no later than January 1, 2021. This bill would extend the authorization described above to any public transit operator in the state indefinitely. The bill would expand the authorization to enforce parking violations to include violations occurring at transit stops and stations. The bill would repeal the obsolete reporting requirement of the Alameda-Contra Costa Transit District. This bill contains other related provisions and other existing laws.		
AB 932 Levine D Cradle-to-Career Grant Program.	2/25/2021- A. HUM. S. 2/25/2021- Referred to Com. on HUM. S.	Existing law requires the Department of Community Services and Development to, among other things, plan and evaluate strategies for overcoming poverty in the state, mobilize resources in support of antipoverty and community services programs, and administer public and private funds designed to support antipoverty programs that are not currently administered by other departments. This bill would require the department to establish and administer the Cradle-to-Career (C2C) Grant Program for the purpose of addressing child poverty and achievement gaps among		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		California children of different races and socioeconomic statuses. Under the bill, C2C grants awarded would be available to community-level or regional networks, as specified. The bill would require the department to convene and facilitate a workgroup to establish common indicators and metrics, an application process, and additional requirements deemed appropriate to further the purposes of the program. This bill contains other related provisions.		
AB 934 Cooley D Public buildings: shelter in place: guidelines.	2/25/2021-A. A. & A.R. 2/25/2021- Referred to Com. on A. & A.R.	Existing law establishes the Department of General Services, under the control of an executive officer known as the Director of General Services, in the Government Operations Agency and vests the department with specified powers and duties pertaining to state-owned real property and state buildings. This bill, no later than March 1, 2022, would require the department to prepare and submit to the Joint Rules Committee a report summarizing current building safety guidelines of the Federal Emergency Management Agency, or similar building safety guidelines, relating to the integration of shelter-in-place facilities in public buildings.		
AB 950 Ward D Department of Transportation: sales of excess real property:	2/25/2021-A. H. & C.D. 2/25/2021- Referred to Com. on H. & C.D.	Existing law vests the Department of Transportation with full possession and control of all state highways. Existing law authorizes the department to acquire any real property that it considers necessary for state highway purposes. Existing law requires the department to offer to sell or exchange excess real property, as defined, within one year from the date that it is determined by the department to be excess. This bill would authorize the department to sell its excess real property to the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
affordable housing.		city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, as specified. The bill would exempt these transfers and sales from the California Environmental Quality Act.		
AB 977 Gabriel D Homelessness prevention programs: Homeless Management Information System.	3/4/2021-A. H. & C.D. 3/4/2021-Referred to Coms. on H. & C.D. and HUM. S.	(1)Existing law establishes the Multifamily Housing Program administered by the Department of Housing and Community Development. Existing law requires assistance for projects under the program to be provided in the form of deferred payment loans to pay for eligible costs of the development, as provided. Existing law also requires that funds appropriated in the 2020 Budget Act or an act related to the 2020 Budget Act, including moneys received from the Coronavirus Relief Fund established by the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act, to provide housing for individuals and families who are experiencing homelessness or who are at risk of homelessness and who are impacted by the COVID-19 pandemic, be disbursed in accordance with the Multifamily Housing Program for specified uses, and provides that the above-described deferred payment loan requirement under the program does not apply to assistance provided pursuant to these provisions, as specified.This bill would require each recipient of funds under the programs described above to provide data elements, including, but not limited to, health information, in a manner consistent with federal law, to the statewide Homeless Management Information System. The bill would require the Homeless Coordinating and		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Financing Council to specify the form and substance of the required data elements. By imposing new requirements on the local agencies that receive funding under the programs described above, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 992 Cooley D California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.	3/4/2021- A. TRANS. 3/25/2021-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill would specify that peer-to-peer truck sharing platform demonstration is eligible for funding under the program.		
AB 995 Gonzalez, Lorena D Paid sick days: accrual and use.	3/4/2021-A. L. & E. 3/4/2021-Referred to Com. on L. & E.	(1)Existing law, with certain exceptions, entitles an employee to paid sick days for certain purposes if the employee works in California for the same employer for 30 or more days within a year from the commencement of employment. Existing law requires the leave to be accrued at a rate of no less than one hour for every 30 hours worked, and to be available for use beginning on the 90th day of employment. This bill would modify the employer's alternate sick leave accrual method to require that an employee have no less than 40 hours of accrued sick leave or paid time off by the 200th calendar day of employment or each		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		calendar year, or in each 12-month period. The bill would modify that satisfaction provision to authorize an employer to satisfy accrual requirements by providing not less than 40 hours or 5 days of paid sick leave that is available to the employee to use by the completion of the employee’s 200th calendar day of employment. The bill would also provide that an employer is under no obligation to allow an employee’s total accrual of paid sick leave to exceed 80 hours or 10 days, as specified. The bill would raise the employer’s authorized limitation on the employee’s use of carryover sick leave to 40 hours or 5 days. This bill contains other related provisions and other existing laws.		
AB 1001 Garcia, Cristina D Environmental permitting and air pollution.	3/4/2021-A. NAT. RES. 3/16/2021-Re-referred to Com. on NAT. RES.	Existing law regulates facilities with operations that would or may cause the release of pollution to the environment. Existing law requires operators of those facilities to obtain a permit or other authorization from various public agencies for the operation of those facilities. This bill would require the California Environmental Protection Agency, on or before May 1, 2022, to publish, maintain, and update a list of overburdened communities, as defined. The bill would, on or after July 1, 2022, require a permitting agency to take certain actions for an application for a new environmental permit, as defined, or the renewal of an environmental permit for a facility located in an overburdened community. The bill would require a permit applicant to prepare an environmental justice impact statement, to conduct a public hearing in the overburdened community, and to transmit the environmental justice impact statement to the permitting agency.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>The bill would require the permitting agency to deny the application or to apply conditions concerning the construction and operation of the facility to protect public health if it finds that the approval of the application would, together with other environmental or public health stressors affecting the overburdened community, cause or contribute to adverse cumulative environmental or public health stressors in the overburdened community that are higher than those borne by other communities. The bill would require permitting agencies to electronically publish certain information on their internet websites. Because the bill would impose additional duties on local agencies that are permitting agencies, this bill would impose a state-mandated local program. Existing law requires each air pollution control district and each air quality management district (air district) that has a nonattainment area for one or more air pollutants to adopt an expedited schedule for the implementation of best available retrofit control technology (BARCT) by the earliest feasible date, but not later than December 31, 2023. Existing law provides that the adopted expedited schedule applies only to each industrial source that, as of January 1, 2017, was subject to a market-based compliance mechanism for the emissions of greenhouse gases adopted by the State Air Resources Board, as provided. This bill would additionally require those air districts to adopt an expedited schedule for the implementation of best available control technology (BACT). The bill would delete the provision applying the expedited schedule only to industrial sources that are subject to the market-based</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>compliance mechanism. The bill would require the air districts to identify all emission units at an industrial source and to take certain actions regarding those emission units, as specified. The bill would require, by January 1, 2025, the air districts to adopt rules for the installation and operation of either BACT or BARCT at emission units by the earliest feasible date, but not later than December 31, 2026. Because this bill would impose additional duties on air districts, this bill would impose a state-mandated local program. Existing law requires the state board to establish and maintain a statewide clearinghouse that identifies BACT and BARCT. This bill would authorize the state board to create determinations for technologies that have been achieved in practice for sources or source categories. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.</p>		
<p>AB 1017 Quirk-Silva D Public restrooms: Right to Restrooms Act of 2021.</p>	<p>3/4/2021-A. L. GOV. 3/4/2021-Referred to Com. on L. GOV.</p>	<p>Existing law requires every public agency, as defined, that conducts an establishment serving the public or open to the public and that maintains restroom facilities for the public, to make every water closet available without cost or charge, as provided. Existing law also requires publicly and privately owned facilities where the public congregates to be equipped with sufficient temporary or permanent restrooms to meet the needs of the public at peak hours. This bill would require local governments, as</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		defined, to do an inventory of public restrooms that are available to the homeless population to use during the COVID-19 state of emergency, as defined. The bill would require local governments to report their findings to the Office of Emergency Services, which would be required to compile the information in a report to the Legislature, as provided. This bill would be repealed by its own provisions on January 1, 2024. This bill contains other related provisions and other existing laws.		
AB 1028 Seyarto R Telework Flexibility Act.	3/4/2021-A. L. & E. 3/4/2021-Referred to Coms. on L. & E. and JUD.	Existing law, with various exceptions, generally establishes 8 hours as a day’s work and a 40-hour workweek and requires the payment of prescribed overtime compensation for additional hours worked. This bill would permit an individual nonexempt employee to request an employee-selected remote work flexible work schedule providing for workdays up to 10 hours per day within a 40-hour workweek and would allow an employer to implement this schedule without the obligation to pay overtime compensation for those additional hours in a workday, except as specified. The authorization would apply only if an employee is working remotely and not under the physical control of the employer. The bill would require that the flexible work schedule contain specified information and the employer’s and the employee’s original signatures. The bill would except split shift premiums from application to the work of employees who are working an employee-selected remote work flexible work schedule. The bill would require the Division of Labor Standards Enforcement in the Department of Industrial Relations to enforce		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		this provision and adopt regulations. This bill contains other related provisions and other existing laws.		
AB 1029 Mullin D Housing elements: prohousing local policies.	3/4/2021-A. H. & C.D. 3/4/2021-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. That law requires the Department of Housing and Community Development to determine whether the housing element is in substantial compliance with specified provisions of that law. This bill would add the preservation of affordable housing units through the extension of existing project-based rental assistance covenants to avoid the displacement of affected tenants and a reduction in available affordable housing units to the list of specified prohousing local policies. This bill contains other related provisions and other existing laws.		
AB 1033 Bauer-Kahan D Small employer family leave mediation: pilot program.	3/4/2021-A. L. & E. 3/4/2021-Referred to Coms. on L. & E. and JUD.	Existing law, the California Fair Employment and Housing Act (FEHA), establishes the Department of Fair Employment and Housing within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties relating to enforcement of civil rights laws with respect to housing and employment and to protect and safeguard the right of all persons to obtain and hold employment without discrimination based on specified characteristics or status. Existing law grants the department the power to receive, investigate, conciliate, mediate, and prosecute complaints alleging unlawful employment practices. Existing law, the Moore-Brown-Roberti Family Rights Act, commonly known as the California Family Rights Act,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>which is a part of FEHA, makes it an unlawful employment practice for an employer, as defined, to refuse to grant a request by an eligible employee to take up to 12 workweeks of unpaid protected leave during any 12-month period for family care and medical leave, as specified. Existing law defines family care and medical leave to include, among other things, leave to care for a parent. This bill would additionally include leave to care for a parent-in-law within the definition of family care and medical leave, and would make other conforming changes. This bill contains other related provisions and other existing laws.</p>		
<p>AB 1035 Salas D Transportation: Road Maintenance and Rehabilitation Program: recycled material standards.</p>	<p>3/4/2021- A. TRANS. 3/4/2021- Referred to Com. on TRANS.</p>	<p>Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law requires the Department of Transportation and cities and counties receiving funds under the program, to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. This bill would delete the condition in that requirement imposed on the department and those cities and counties to use advanced technologies and material recycling techniques to the extent possible. The bill would require those cities and counties to apply standard specifications that allow for the use of recycled materials at or above the level allowed in the department's most recently</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		published standard specifications for recycled base and subbase materials, reclaimed asphalt pavement and other materials in asphalt, reclaimed aggregate, fly ash, returned plastic concrete, and other materials in concrete, and including any recycled materials that are published in the department's future standard specifications, as specified.		
AB 1037 Grayson D Infrastructure construction: digital construction technologies.	3/4/2021-A. J., E.D. & E. 3/4/2021-Referred to Com. on J.,E.D., & E.	Existing law, the Bergeson-Peace Infrastructure and Economic Development Bank Act, establishes the Infrastructure and Economic Development Bank and authorizes it to, among other things, issue bonds, make loans, and provide other financial assistance to various types of projects that constitute economic development facilities or public development facilities. This bill would require an infrastructure project that receives any state funding to deploy digital construction technologies, as defined, to reduce waste, inefficiency, rework, cost overruns, and embodied carbon, and to improve delivery times and project quality.		
AB 1041 Wicks D Leave.	3/4/2021-A. L. & E. 3/4/2021-Referred to Coms. on L. & E. and INS.	(1)Existing law, commonly known as the California Family Rights Act, makes it an unlawful employment practice for any government employer or employer with 5 or more employees to refuse to grant a request by any employee with more than 12 months of service with the employer, and who has at least 1,250 hours of service with the employer during the previous 12-month period or who meets certain other requirements, to take up to a total of 12 workweeks in any 12-month period to, among other things, bond with a new child of the employee or to care for themselves or a child, parent, grandparent, grandchild, sibling,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		spouse, or domestic partner, as specified. This bill would expand the population that an employee can take leave to care for to include any other individual related by blood or whose close association with the employee is the equivalent of a family relationship. This bill contains other related provisions and other existing laws.		
AB 1042 Jones-Sawyer D Skilled nursing facilities: unpaid penalties: related parties.	3/25/2021- A. HEALTH 3/25/2021- Referred to Com. on HEALTH. From committee chair, with author's amendments: Amend, and re-refer to Com. on HEALTH. Read second time and amended.	The Long-Term Care, Health, Safety, and Security Act of 1973 generally requires the State Department of Public Health to license and regulate long-term health care facilities and to establish an inspection and reporting system to ensure that long-term health care facilities are in compliance with state statutes and regulations. The term "long-term health care facility" includes, among other types of facilities, a skilled nursing facility. Existing law relating to health facility data reporting requires an organization that operates, conducts, owns, or maintains a licensed skilled nursing facility to file with the Office of Statewide Health Planning and Development information as to whether the licensee, or a general partner, director, or officer of the licensee, has an ownership or control interest of 5% or more in a related party that provides any service to the skilled nursing facility. Existing law defines "related party" for those purposes as an organization related to the licensee provider or that is under common ownership or control, as defined in a specified federal regulation. This bill would expressly authorize the department, if a licensee provider fails to pay specified penalties in full when all appeals have been exhausted and the department's position has		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>been upheld, to give written notice to the licensee provider and related parties in which the licensee provider has an ownership or control interest of 5% or more that the department may take appropriate legal action to recover the unpaid penalty amount from the licensee provider’s financial interest in the related party. This bill also would require the department to give written notice to related parties when a citation has been issued against a facility licensee, and to advise the related parties of the potential action if the violation is not remedied and penalties are assessed. This bill contains other existing laws.</p>		
<p>AB 1043 Rivas, Luz D Housing programs: rental housing developments: affordable rent: deeply low income households.</p>	<p>3/4/2021-A. H. & C.D. 3/4/2021-Deferred to Com. on H. & C.D.</p>	<p>Existing law, the Zenovich-Moscone-Chacon Housing and Home Finance Act, prohibits “affordable rent” for certain rental housing developments that receive assistance on or after January 1, 1991, from exceeding a specified percentage based on the area median income adjusted for family size and whether the household is an extremely low income household, very low income household, lower income household, or moderate-income household. This bill, for leases entered into on or after January 1, 2022, would additionally prohibit “affordable rent” for certain rental housing developments that receive assistance from exceeding the product of 30 percent times 15 percent of the area median income adjusted for family size appropriate for the unit if the household is a “deeply low income household,” as defined to mean persons and families whose incomes do not exceed 15 percent of area median income, adjusted for family size, as specified. This bill contains other related provisions and other existing laws.</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1047 Daly D Road Repair and Accountability Act of 2017: reporting internet website.	3/4/2021-A. TRANS. 3/4/2021-Referred to Com. on TRANS.	Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. The Road Repair and Accountability Act of 2017 establishes a comprehensive transportation funding program by increasing fuel taxes and imposing certain vehicle fees. The act allocates revenues from those sources to various transportation programs, including, among others, to the Road Maintenance and Rehabilitation Program, which the act created to address deferred maintenance on the state highway system and the local street and road system. This bill would require the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface available to the public through an internet website maintained by the agency. The bill would require the interface to provide timely fiscal information regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017.		
AB 1048 Bonta D Alameda Health System Hospital Authority: labor negotiations.	3/18/2021-A. P.E. & R. 3/22/2021-Re-referred to Com. on P.E. & R.	Existing law establishes an independent public agency to manage, administer, and control the Alameda Health System, which is known as the Alameda Health System Hospital Authority. The hospital authority is governed by a board that is appointed by the Board of Supervisors of the County of Alameda. Existing law prescribes the characteristics of employees of the hospital authority who are and are not authorized to participate in the Alameda County Employees' Retirement Association at the time the provisions authorizing the creation of the hospital authority		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>become effective. Existing law generally prohibits a person employed by the hospital authority on or before the date these provisions became effective who was not qualified for membership in the Alameda County Employees' Retirement Association at that time from becoming qualified for membership as a result of subsequent employment with the hospital authority. This bill would repeal the above-described prohibition on certain employees of the Alameda Health System Hospital Authority qualifying for membership in the Alameda County Employees' Retirement Association. The bill, during a specified time period, would require that a request to meet and confer by a recognized union or bargaining agent result in the reopening of an effective memorandum of understanding for the purpose of negotiating an agreement regarding the inclusion of certain people within the applicable bargaining unit in the Alameda County Employees' Retirement Association. The bill would authorize a side letter or similar agreement to be negotiated in lieu of reopening the memorandum of understanding. The bill would prescribe membership tier requirements for people who are members of the Alameda County Employees' Retirement Association and who transfer, reassign, or are hired, as specified, which would apply if the facility or hospital authority and a recognized union or bargaining agent agree to include people within an applicable bargaining unit participating in the Alameda County Employees' Retirement Association. The bill would delete a provision relating to people who are not members of the Alameda County Employees' Retirement Association in connection with the</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		characteristics of people who may become a member of the association, subject to a memorandum of understanding, as specified.		
AB 1049 Davies R Public Transportation Account: loan repayment.	3/4/2021-A. TRANS. 3/4/2021-Referred to Com. on TRANS.	Existing law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Existing law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Existing law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic. This bill contains other related provisions.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1056 Grayson D Infrastructure financing: industrialized housing.	3/18/2021-A. H. & C.D. 3/22/2021-Re-referred to Com. on H. & C.D.	Existing law establishes the Department of Housing and Community Development (department) and sets forth its powers and duties including functioning as the principal state department responsible for coordinating federal-state relationships in housing and community development, except for housing finance. Those duties include, among other things, administration of the Emergency Housing and Assistance Program. This bill would require the department and the bank to develop a proposed program, as specified, to invest in the building of offsite industrialized housing to support the policy goal of increasing the state's capacity to quickly respond to additional housing needs precipitated by homelessness, wildfires, COVID-19, or other emergency situations. The bill would require the department and the bank to report its recommendations to the Legislature by January 1, 2023, including whether and how industrialized housing would alleviate the state's housing, homelessness, and disaster response needs. The bill would preclude implementation of the recommended programs unless approved by a subsequent act of the Legislature. This bill contains other existing laws.		
AB 1068 Santiago D Affordable housing: alternative forms of development: model plan.	3/4/2021-A. H. & C.D. 3/4/2021-Referred to Com. on H. & C.D.	Existing law continues into existence the Department of Housing and Community Development (HCD) in the Business, Consumer Services, and Housing Agency. Under existing law, HCD is required to update and revise the California Statewide Housing Plan, which provides, among other things, a housing strategy that coordinates the housing assistance and activities of state and local agencies, including the provision of housing assistance for various populations. This bill would require HCD to create a		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		model plan for the use of alternative forms, as defined, of developing affordable housing for the purpose of substantially reducing the cost of a unit of affordable housing. The bill would require the model plan to be used in state agency decisions in all state-subsidized housing loan and grant programs. The bill would also require a local agency, nonprofit affordable housing sponsor, private entity, or individual that receives surplus state real property from the state to use the model plan to guide any housing development on that property. The bill would make findings and declarations in this regard. This bill contains other related provisions and other existing laws.		
AB 1069 Lackey R Zero-emission passenger vehicles: underrepresented communities.	3/4/2021- A. TRANS. 3/4/2021-Referred to Com. on TRANS.	Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. This bill would establish a goal of the state for 60% of new zero-emission passenger vehicles sold in the state for noncommercial private use to be purchased by or on behalf of persons from an underrepresented community, as defined. The bill would prohibit the state board from pursuing strategies to implement any goal for zero-emission passenger vehicle sales established by statute or executive order unless those		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		strategies are also designed to achieve the goal established by this bill simultaneously. The bill would also require the state board to annually post a zero-emission vehicle equity report on its internet website describing the state's progress towards achieving the zero-emission vehicle equity goal. This bill contains other existing laws.		
AB 1071 Rodriguez D Office of Emergency Services: tabletop exercises.	3/4/2021- A. EMERGENCY MANAGEMENT 3/25/2021-From committee chair, with author's amendments: Amend, and re- refer to Com. on E.M. Read second time and amended.	Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency, and local officials and local governments to proclaim a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist. Existing law establishes the Office of Emergency Services (OES) within the office of the Governor and sets forth its powers and duties relating to responsibility over the state's emergency and disaster response services for natural, technological, or manmade disasters and emergencies, including responsibility for activities necessary to prevent, respond to, recover from, and mitigate the effects of emergencies and disasters to people and property. This bill would require OES to biennially convene key personnel and agencies that have emergency management roles and responsibilities to participate in tabletop exercises in which the participant's emergency preparedness plans are discussed and evaluated under various simulated catastrophic disaster situations, as specified. This bill contains other related provisions.		
AB 1076 Kiley R	3/4/2021- A. TRANS.	Existing law defines an automated license plate recognition (ALPR) system as a searchable computerized database resulting		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Automated license plate recognition systems: model policy.	3/4/2021-Referred to Coms. on TRANS. and P. & C.P.	from the operation of one or more mobile or fixed cameras combined with computer algorithms to read and convert images of registration plates and the characters they contain into computer-readable data. Existing law imposes specified requirements on an ALPR operator and an ALPR end-user including, among others, maintaining reasonable security procedures and practices to protect ALPR information and implementing a usage and privacy policy with respect to that information, as specified. This bill would require the Department of Justice to draft and make available on its internet website an ALPR system policy template for local law enforcement agencies. This bill would additionally require the department to develop and issue guidance for local law enforcement agencies to help them identify and evaluate the types of data they are storing in their systems, as specified.		
AB 1087 Chiu D Environmental Justice Community Resilience Hubs Program.	3/4/2021-A. U. & E. 3/4/2021-Referred to Coms. on U. & E. and NAT. RES.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The state board is authorized to include market-based compliance mechanisms to comply with the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>regulations. The implementing regulations adopted by the state board provide for the direct allocation of greenhouse gas allowances to electrical corporations pursuant to a market-based compliance mechanism. This bill would require the PUC to annually allocate 85% of the revenues received by the electrical corporations from that allocation of allowances. The bill would exempt from those revenues those portions attributable to retail residential customers that opt out and participants in the California Alternate Rates for Energy (CARE) program or the Family Electric Rate Assistance (FERA) program, as specified. The bill would create the Environmental Justice Community Resilience Hubs Program, which would require each electrical corporation to award those allocated revenues as competitive grants to owners of critical community institutions and qualified housing for holistic community-driven building upgrade projects that demonstrate community engagement in all phases, demonstrate multistakeholder partnerships, reflect the geographic diversity of the state, and are installed on those properties. The bill would require the PUC to determine whether each electrical corporation or a third party, including the State Energy Resources Conservation and Development Commission (Energy Commission), will administer those competitive grants, and would require each administrator to provide technical assistance to customers. The bill would prohibit more than 10% of those allocated revenues from being used for administration, technical assistance, and outreach. The bill would require the PUC to establish requirements relating to hiring, wages, apprenticeship</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>programs, and workforce standards for the program, and would require certain grant recipients to agree to specified tenant protections. The bill would require the PUC, in consultation with the Energy Commission and the administrators, to ensure for greater cross-referral between eligible programs, as specified, share best practices, scale programming, establish a uniform application for multiple eligible programs, and provide comprehensive guidance and technical assistance for applicants to eligible programs. This bill contains other related provisions and other existing laws.</p>		
<p>AB 1088 Mayes I California Procurement Authority.</p>	<p>3/4/2021-A. U. & E. 3/4/2021-Referred to Coms. on U. & E. and NAT. RES.</p>	<p>Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. The California Constitution authorizes the commission to fix the rates and establish rules for all public utilities, subject to control by the Legislature. The California Constitution provides that the Legislature has plenary authority, unlimited by the other provisions of the constitution, to confer additional authority upon the commission that is cognate and germane to the regulation of public utilities. This bill would establish the California Procurement Authority as a central procurement entity to ensure that load-serving entities collectively have adequate electrical resources, both in the short run and long run, as are necessary to ensure resource adequacy and to achieve the purposes of the integrated resource planning process. The bill would require the commission, in consultation with the Independent System Operator and the Office of the Ratepayer</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>Advocate, to develop an implementing framework for the authority through a public process by January 1, 2023, and would require the commission to ensure that the authority is operational by January 1, 2024. The bill would require the authority to procure electrical resources to meet the collective procurement needs identified by the commission pursuant to the resource adequacy and integrated resource planning statutes that are not fulfilled by self-procurement by load-serving entities whether because a load-serving entity elected to not procure their proportionate share of those resource requirements identified by the commission or because they are unable to procure sufficient resources to meet their proportionate share of those requirements. If an electrical corporation voluntarily elects to cease procuring electricity to serve the bundled service customers in its service territory, or otherwise is unable to serve its bundled service customers, the bill would require the authority to serve those customers. The bill would require the authority to serve as the provider of last resort for all customers in an electrical corporation's distribution service territory, except where the electrical corporation serves as the provider of last resort or where a load-serving entity has been approved by the commission to serve as the provider of last resort. If an electrical corporation voluntarily elects to cease providing electricity to retail customers in its service territory, for any customer not served by a community choice aggregator or an electric service provider, the bill would require that the authority serve as the provider of last resort, except where another load-serving entity is designated by</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		the commission to serve as the provider of last resort. This bill contains other related provisions and other existing laws.		
AB 1090 Quirk-Silva D Legislative Task Force on the California Master Plan on Homeownership.	3/4/2021-A. H. & C.D. 3/4/2021-Referred to Com. on H. & C.D.	Existing law establishes the California Statewide Housing Plan to serve as a state housing plan for all relevant purposes. Existing law requires that the plan incorporate, among other things, a statement of housing goals, policies, and objectives and that the Department of Housing and Community Development update and provide a revision of the plan to the Legislature every 4 years. This bill would establish the Legislative Task Force on the California Master Plan on Homeownership, consisting of 21 members, as provided. The bill would require the task force to evaluate policy and regulatory impediments to increasing the rate of homeownership for Californians and, no later than October 31, 2022, to develop a final report that includes specified information and recommendations and submit that report to the Legislature. The bill would require the Department of Housing and Community Development to provide technical support and administrative assistance to the task force and collaborate in the preparation of the final report. The bill would make findings in this regard.		
AB 1091 Berman D Santa Clara Valley Transportation	3/4/2021-A. L. GOV. 3/4/2021-Referred to Com. on L. GOV.	Existing law creates the Santa Clara Valley Transportation Authority (VTA) with various powers and duties relative to transportation projects and services and the operation of public transit in the County of Santa Clara. Existing law vests the government of the VTA in a 12-member board of directors whose terms of office are two years. Under existing law, only members		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Authority: board of directors.		of the county board of supervisors and city council members and mayors of cities in the county are authorized to serve on the board. Existing law provides for the appointment of the board members by those local governments, as specified. This bill, on and after July 1, 2022, would reduce the size of the board to 9 members, increase their terms of office to 4 years, and provide for residents living in the county, rather than local officials, to serve on the board, as specified. The bill would require that expertise, experience, or knowledge relative to transportation, infrastructure or project management, accounting or finance, and executive management are represented on the board.		
AB 1110 Rivas, Robert D Zero-emission vehicles: California Clean Fleet Accelerator Program: Climate Catalyst Revolving Loan Fund Program.	3/24/2021-A. J., E.D. & E. 3/24/2021-Re-referred to Com. on J.,E.D., & E.	(1)Existing law, the Charge Ahead California Initiative, administered by the State Air Resources Board, includes goals of, among other things, placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023, and establishing a self-sustaining California market for zero-emission and near-zero-emission vehicles in which zero-emission and near-zero-emission vehicles are a viable mainstream option for individual vehicle purchasers, businesses, and public fleets. This bill would establish the California Clean Fleet Accelerator Program, administered by the Department of General Services (DGS). The bill would require DGS, in consultation with specified state agencies and regional and local entities, to develop a nonmandatory master service agreement to solicit bids from eligible vendors for standardized, bulk purchase options for the acquisition of zero-emission fleet vehicles, as defined, by a public		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		agency, as defined. The bill would require that the master service agreement, at minimum, establish standard pricing for bulk purchases of zero-emission fleet vehicles, taking into consideration applicable financial incentives and low-cost financing options. The bill would require DGS to provide for the first round of zero-emission fleet vehicle acquisitions under the master service agreement no later than January 31, 2022, to the extent feasible, or otherwise as soon thereafter as is reasonably practicable. The bill would establish the Office of the Clean Vehicles Ombudsperson, under the control of a director known as the Clean Vehicles Ombudsperson, within the Governor’s Office of Business and Economic Development (GO-Biz) and require the ombudsperson, among other things, to provide technical assistance to a public agency in the procurement of zero-emission fleet vehicles upon request. This bill contains other related provisions and other existing laws.		
AB 1116 Friedman D High-Speed Rail Authority: oversight: Legislative Analyst’s Office.	3/4/2021- A. TRANS. 3/4/2021-Referred to Com. on TRANS.	Existing law creates the High-Speed Rail Authority with specified powers and duties related to the development and implementation of a high-speed train system. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, statewide general election, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related rail purposes. This bill would require the Legislative Analyst’s Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any entity contracting with the authority, to provide to the Legislative Analyst's Office any information that it requests and to permit representatives of the Legislative Analyst's Office to attend the authority's internal meetings. The bill would repeal these requirements on January 1, 2031.		
AB 1143 Berman D Civil procedure: restraining orders.	3/4/2021-A. H. & C.D. 3/25/2021-Re-referred to Com. on H. & C.D.	Existing law permits a person who has suffered harassment, as defined, to file a petition for a temporary restraining order and a restraining order after hearing prohibiting the harassment. Existing law requires the petitioner to personally serve the respondent with the petition for the temporary restraining order and restraining order, as applicable, and notice of the hearing. This bill would provide that if the respondent's address is unknown, the court may specify another method of service that is reasonably calculated to give actual notice to the respondent and may prescribe the manner in which proof of service shall be made.		
AB 1147 Friedman D	3/4/2021-A. TRANS. 3/22/2021-Re-	(1)Existing law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Regional transportation plan: Active Transportation Program.	referred to Com. on TRANS.	and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by January 1, 2023, and additionally assess barriers to the achievement of, and recommend actions at the state, regional, and local level to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies. This bill contains other related provisions and other existing laws.		
AB 1157 Lee D Controller: transportation funds: distribution and reporting requirements.	3/4/2021-A. TRANS. 3/16/2021-Re-referred to Com. on TRANS.	Existing law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year. This bill contains other related provisions and other existing laws.		
AB 1174 Grayson D	3/18/2021-A. H. & C.D.	The Planning and Zoning Law, until January 1, 2026, authorizes a development proponent to submit an application for a multifamily		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
<p>Planning and zoning: housing: development application modifications, approvals, and subsequent permits.</p>	<p>3/22/2021-Re-referred to Com. on H. & C.D.</p>	<p>housing development that is subject to a streamlined, ministerial approval process, as provided, and not subject to a conditional use permit, if the development satisfies specified objective planning standards, including, among other things, that the development and the site on which it is located that satisfy specified location, urbanization, and zoning requirements. Existing law provides that a development approved pursuant to the streamlined, ministerial approval process is valid, except as provided, for 3 years from the date of the final action establishing that approval and remains valid thereafter for a project so long as vertical construction of the development has begun and is in progress. Existing law authorizes a development proponent to request a modification to a development that has been approved under the streamlined, ministerial approval process if the request is submitted before the issuance of the final building permit required for construction of the development. This bill would provide that, alternatively, approval for an approved development is valid for 3 years from the date of the final judgment upholding the development's approval if litigation is filed challenging that approval. The bill would define "in progress." The bill would provide that if the development proponent requests a modification, then the time during which the approval is valid is extended, as specified. The bill would specify that these changes also apply retroactively to developments approved prior to January 1, 2022. Existing law, with respect to modification applications, provides that a local government may apply objective planning standards adopted after the development application was first submitted to the requested</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		modification in certain instances, and states that objective building standards in the California Building Standards Code may be applied to all modifications. This bill contains other related provisions and other existing laws.		
AB 1175 Aguiar-Curry D Division of Occupational Safety and Health: inspections and investigations: advance notice.	3/11/2021-A. L. & E. 3/15/2021-Re-referred to Com. on L. & E.	Existing law, the California Occupational Safety and Health Act of 1973, vests the Division of Occupational Safety and Health within the Department of Industrial Relations with the power, jurisdiction, and supervision over every employment and place of employment, which is necessary adequately to enforce and administer all laws and lawful standards and orders, or special orders requiring such employment and place of employment to be safe, and requiring the protection of the life, safety, and health of every employee in such employment or place of employment, including to inspect and investigate employments and places of employment, as prescribed. The Occupational Safety and Health Administration (OSHA), except as provided, prohibits a person or employer from being given advance warning of an inspection or investigation by any authorized representative of the division. OSHA authorizes the Chief of the Division of Occupational Safety and Health or an authorized representative to permit advance notice of an inspection or investigation as prescribed by the Director of Industrial Relations. OSHA prohibits the authorization of advance notice when the investigation or inspection is to be made as a result of an employee complaint, unless there is imminent danger to the health or safety of an employee or employees. OSHA makes it a crime, punishable as		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		prescribed, for any person to give unauthorized advance notice of any inspection to be conducted. This bill would revise those advance warning provisions to prohibit any representative of the division from giving advance notice of an inspection or investigation to an employer or other person unless authorized under OSHA. The bill would authorize the chief or their authorized representatives to permit advance notice of an inspection or investigation when advance notice is necessary to ensure availability of essential personnel or access to the site, equipment, or process, as prescribed by the director. The bill would delete the prohibition on the authorization of advance notice when the investigation or inspection is to be made as a result of an employee complaint. The bill would expand the crime to apply to unauthorized advance notice of an investigation to be conducted, thereby imposing a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.		
AB 1179 Carrillo D Employer provided benefit: backup childcare.	3/4/2021-A. L. & E. 3/4/2021-Referred to Com. on L. & E.	Existing law, the Healthy Workplaces, Healthy Families Act of 2014, requires employers to provide an employee, who works in California for 30 or more days within a year from the commencement of employment, with paid sick days for prescribed purposes, to be accrued at a rate of no less than one hour for every 30 hours worked. Existing law authorizes an		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		employer to limit an employee’s use of paid sick days to 24 hours or 3 days in each year of employment. This bill would require an employer to provide an employee, on or after January 1, 2022, who works in California for the same employer for 30 or more days within a year from the commencement of employment, with up to 60 hours of paid backup childcare benefits, to be accrued and used as provided. The bill would define “backup childcare” as childcare provided by a qualified backup childcare provider to the employee’s child when the employee’s regular childcare provider cannot be utilized, and “paid backup childcare” as an employee benefit consisting of the employer paying for a qualified backup childcare provider to provide backup childcare for an employee’s child that is compensated at the state minimum wage or the federal minimum wage, whichever is higher. This bill contains other related provisions.		
AB 1180 Mathis R	3/4/2021-A. L. GOV. 3/4/2021-Referred to Com. on L. GOV.	Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law defines “exempt surplus land” for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided. Existing law categorizes as “exempt surplus land,” surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would add to the definition of “exempt surplus land,” land transferred by a local agency to a tribe, as defined.		
Local governments: surplus land: tribes.				
AB 1205 Frazier D	3/18/2021-A. NAT. RES.	Existing law provides that the State Air Resources Board shall consist of 14 voting members, 12 of whom shall be appointed by		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
State Air Resources Board: elections.	3/22/2021-Re-referred to Com. on NAT. RES.	the Governor, with the consent of the Senate, one of whom shall be appointed by the Senate Committee on Rules, and one of whom shall be appointed by the Speaker of the Assembly. This bill would require, as of January 1, 2025, that the state board consist of 14 voting members, 11 of whom shall be elected by district voters and 3 of whom shall be appointed by the Governor, the Senate pro Tempore, and the Speaker of the Assembly. The bill would provide that each elected state board member shall serve a 4-year term commencing on January 1 of the calendar year following a statewide election, with the first state board election occurring in 2024, and that no elected state board member shall serve more than a total of 3 terms. The bill would provide that the office of an elected state board member shall be a nonpartisan office, subject to the provisions specified in the Elections Code for nominations and elections. The bill would require the state board, on or before January 1, 2023, and within one year of each federal decennial census, to establish and adopt 11 districts within the state, as provided, and develop a map depicting the geographical boundaries of each district. The bill would require the state board to engage the public, as specified, prior to adopting the district boundaries and map. The bill would require that a vacancy of an elected state board position be filled by the Governor within 30 days of the date on which the vacancy occurs, and would identify the process pursuant to which an elected state board member may be recalled.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1217 Rodriguez D Personal protective equipment: stockpile.	3/4/2021- A. EMERGENCY MANAGEMENT 3/4/2021-Referred to Com. on E.M.	The California Emergency Services Act, among other things, establishes the Office of Emergency Services for the purpose of mitigating the effects of natural, manmade, or war-caused emergencies and makes findings and declarations relating to ensuring that preparation within the state will be adequate to deal with those emergencies. Existing law authorizes the office, as appropriate, to include private businesses and nonprofit organizations within its responsibilities to prepare the state for disasters. This bill would require the state to establish a statewide stockpile of personal protective equipment (PPE) for distribution in case of disease or manmade or natural disasters. The bill would require the office to administer the stockpile and coordinate with the State Department of Public Health to establish the kinds of PPE to be stockpiled and the amount of each item to be stocked. The bill would require the office to rotate items in the stockpile by contracting or agreeing with nonprofit agencies, local governments, or other health care providers to provide them with PPE, and authorize the office to contract with general acute care hospitals, health facilities, or local governments to purchase PPE on their behalf. The bill would also require the contracting entity to reimburse the state for the PPE.		
AB 1220 Rivas, Luz D Homelessness: Office to End Homelessness.	3/11/2021-A. H. & C.D. 3/15/2021-Re-referred to Com. on H. & C.D.	(1) Existing law establishes various state programs in connection with assisting the homeless. This bill would create the Office to End Homelessness, which would be administered by the Secretary on Homelessness appointed by the Governor. The bill would require that the office serve the Governor as the lead entity for ending homelessness in California and would task the office		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>with coordinating homeless programs, services, data, and policies between federal, state, and local agencies, among other responsibilities. The bill would require the office to exercise various powers and duties, including, among others, making recommendations to the Governor and the Legislature regarding new state policies, programs, and actions on homelessness. The bill would require the office to be comprised of specified employees serving within the state civil service and to oversee and carry out the existing mandates of the Homeless Coordinating and Financing Council, as defined and described below.(2)Existing law requires the Governor to establish the Homeless Coordinating and Financing Council (referred to as “the coordinating council”) and appoint up to 19 members of that council, including the Secretary of Business, Consumer Services, and Housing, or the secretary’s designee, to serve as the chair of the coordinating council. Existing law requires that the coordinating council be under the direction of an executive director, who is under the direction of the Business, Consumer Services, and Housing Agency, and staffed by employees of that agency. This bill would require that the coordinating council be under the supervision of the Secretary on Homelessness of the Office to End Homelessness. The bill would further require that the Secretary on Homelessness, or the secretary’s designee, serve as chair of the council in place of the Secretary of Business, Consumer Services, and Housing. The bill would also change the composition of the council by reducing the overall number of members to 13, replacing representatives of specified state</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>agencies with directors and secretaries of those agencies, adding the Director of Public Health to the council membership, making certain positions part of an advisory committee to the council, and making other related changes. The bill would provide for the transfer of specified duties, powers, employees, assets, and liabilities of the Business, Consumer Services, and Housing Agency and the office of the Governor to the Office to End Homelessness with respect to the council, as specified.(3)Existing law authorizes the coordinating council to establish working groups, task forces, or other structures from within its membership or with outside members to assist it in its work. The Bagley-Keene Open Meeting Act requires, with specified exceptions for authorized closed sessions, that all meetings of a state body be open and public and all persons be permitted to attend any meeting of a state body. The bill would provide that the Bagley-Keene Open Meeting Act does not apply to a meeting of a working group, task force, or other structure of the council if only a minority of the members of the council participate in that working group, task force, or other structure. The bill would specify that, except under those circumstances, the council and its meetings are subject to the act.(4)Existing law charges the coordinating council, among other duties, with the goal of creating a statewide data system or warehouse to match data on homelessness to programs impacting homeless recipients of state programs. This bill would require that statewide data system or warehouse to be known as the Homeless Data Integration System. The bill would require all Continuums of Care, as defined, which</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>are currently operating in California, to provide collected data elements, as provided, to the Homeless Management Information System. The bill would prohibit any health information or personal identifying information provided to, or maintained within, that system from being subject to public inspection or disclosure under the California Public Records Act.(5)Existing law provides that the goals of the coordinating council include, among other things, creating partnerships among state agencies and departments, local government agencies, federal agencies, and specified other entities for the purpose of arriving at specific strategies to end homelessness. Existing law requires agencies and departments administering state programs, as defined, to collaborate with the coordinating council to adopt guidelines and regulations, or to revise existing guidelines and regulations, as applicable, to incorporate core components of Housing First, as defined.This bill would require, upon the request of the coordinating council, an agency or department that administers one or more state programs to furnish to the coordinating council any relevant information regarding those state programs.(6)Existing constitutional provisions require that a statute that limits the right of access to the meetings of public bodies or the writings of public officials and agencies be adopted with findings demonstrating the interest protected by the limitation and the need for protecting that interest.This bill would make legislative findings to that effect.</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1226 McCarty D Capitol Corridor rail line: capital improvements: appropriation.	3/4/2021-A. TRANS. 3/4/2021-Referred to Com. on TRANS.	Existing law authorizes the Department of Transportation to contract with Amtrak for intercity rail passenger services and provides funding for these services from the Public Transportation Account. Existing law authorizes the department, subject to approval of the Secretary of Transportation, to enter into an interagency transfer agreement under which a joint powers board assumes responsibility for administering the state-funded intercity rail service in a particular corridor and associated feeder bus services. Existing law creates the Capitol Corridor Joint Powers Board, which is the governing board of the Capitol Corridor Joint Powers Authority and is responsible for administering the Colfax-Sacramento-Suisun City-Oakland-San Jose rail corridor, which is defined as the Capital Corridor. This bill would appropriate an unspecified amount from the General Fund without regard to fiscal years to the Capitol Corridor Joint Powers Authority to invest in capital improvements for the Capitol Corridor.		
AB 1232 McCarty D Construction documents.	2/19/2021-A. PRINT 2/22/2021-Read first time.	Existing law requires a contract for construction to contain specified information regarding the names, addresses, and places of business of various parties to the contract. This bill would make a nonsubstantive change to this provision.		
AB 1235 Patterson R High-speed rail:	3/11/2021-A. TRANS. 3/11/2021-	The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Existing law requires the authority, on or before March 1, 2017, and every 2 years		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
legislative oversight.	Referred to Com. on TRANS.	thereafter, to provide a project update report, approved by the Secretary of Transportation as consistent with specified criteria, to the budget committees and the appropriate policy committees of both houses of the Legislature, on the development and implementation of intercity high-speed train service, as provided. This bill would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.		
AB 1236 Ting D Healing arts: licensees: data collection.	3/4/2021- A. B. & P. 3/4/2021-Referred to Com. on B. & P.	Existing law requires the Board of Registered Nursing, the Physician Assistant Board, the Respiratory Care Board of California, and the Board of Vocational Nursing and Psychiatric Technicians of the State of California to regulate and oversee the practice of healing arts within their respective jurisdictions and to, among other things, collect and report specific demographic data relating to their licensees, subject to a licensee's discretion to		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		report their race or ethnicity, to the Office of Statewide Health Planning and Development. Existing law requires these boards to collect this data at least biennially, at the times of both issuing an initial license and issuing a renewal license. Existing law also authorizes the Board of Registered Nursing to expend \$145,000 to implement these provisions. This bill would repeal those provisions and would, instead, require all boards that oversee healing arts licensees to collect at the time of electronic application for a license and license renewal, or at least biennially, specified demographic information and to post the information on the internet websites that they each maintain. This bill contains other related provisions and other existing laws.		
AB 1238 Ting D Pedestrian access.	3/25/2021- A. TRANS. 3/25/2021- Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.	Existing law makes various provisions relating to the rules of the road, including but not limited to, traffic signs, symbols, and markings, and pedestrians' rights and duties. Under existing law, a violation of these provisions is an infraction. Existing law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would delete that prohibition. Existing law requires the driver of a vehicle and other specified persons, including a pedestrian, to obey the instructions of any official traffic signal applicable to the person and placed as provided by law, unless otherwise directed by a police or traffic officer, or other specified conditions exist. This bill would exempt a pedestrian from that requirement. Existing law prohibits a		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		pedestrian from crossing at any place except a crosswalk between adjacent intersections controlled by traffic control signal devices or by police officers. Existing law requires a pedestrian to walk close to the left-hand edge of a roadway outside of a business or residence district, except as specified. This bill would repeal those provisions. The bill would prohibit a pedestrian who crosses or enters a roadway when no cars are present from being subject to a fine or criminal penalty. This bill would delete that authorization. This bill contains other existing laws.		
AB 1260 Chen R California Environmental Quality Act: exemptions: transportation-related projects.	3/4/2021-A. NAT. RES. 3/4/2021-Referred to Com. on NAT. RES.	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 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. This bill contains other existing laws.		
AB 1296 Kamlager D South Coast Air Quality	3/4/2021-A. NAT. RES. 3/4/2021-Referred to Com. on NAT. RES.	Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law assigns the responsibility for controlling air pollution for sources other than vehicular sources to an air pollution control district or air quality management		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Management District: district board: membership.		district. Existing law establishes the South Coast Air Quality Management District as the district with the responsibility for controlling air pollution from sources other than vehicular sources in the South Coast Air Basin. Existing law establishes a district board consisting of 13 members to govern the south coast district. Existing law requires one member of the district board to be appointed by the Senate Committee on Rules and one member to be appointed by the Speaker of the Assembly. This bill would increase the number of members of the district board of the south coast district to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.		
AB 1327 Ting D Aging in place: home modification.	3/4/2021-A. H. & C.D. 3/25/2021-From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. (Amended 3/25/2021)	Existing law requires the California Department of Aging, in consultation with the California Commission on Aging, to enter into a contract with an entity to develop information and materials relating to the concept of “aging in place” and the benefits of home modification for seniors. Existing law requires the department to distribute that material to area agencies on aging and other appropriate entities. This bill would require the department to update that information and materials to include information on the benefits of accessory dwelling units as a type of home modification to help Californians age in place, and to prominently post the above-specified distributed material on its internet website.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1332 Flora R Local government ordinances.	2/19/2021-A. PRINT 2/22/2021-Read first time.	Existing law authorizes any local agency to enact any ordinance that adopts a code by reference if the referenced code is specified in the title of the ordinance. Existing law requires that after the first reading of the title of the adopting ordinance, and of the title of the code to be adopted thereby, and of the title of the secondary codes therein adopted by reference, the legislative body shall make copies of the primary code and also copies of the secondary codes, if any, being considered for adoption, open to public inspection with the clerk of the legislative body. Existing law prohibits, however, the adoption by reference of any penalty clauses that may appear in any code that is adopted by reference; a penalty clause may be enacted only if set forth in full, and published, in the adopting ordinance. This bill would make nonsubstantive changes to the latter provision.		
AB 1337 Lee D Transportation: transit district policing responsibilities.	3/4/2021-A. PUB. S. 3/4/2021-Referred to Coms. on PUB. S. and TRANS.	(1)Under existing law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. By creating a new crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1360 Santiago D Project Roomkey: Project Homekey.	3/25/2021-A. H. & C.D. 3/25/2021- Referred to Com. on H. & C.D. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended.	Existing law establishes the Homeless Housing, Assistance, and Prevention program for the purpose of providing jurisdictions, as defined, with one-time grant funds to support regional coordination and expand or develop local capacity to address their immediate homelessness challenges, as specified. In March 2020, the California Department of Social Services established Project Roomkey to coordinate with local agencies and nonprofits to provide shelter options to homeless persons recovering from, or exposed to, COVID-19. The Department of Housing and Community Development established Project Homekey which awards grants to local government agencies to purchase and rehabilitate housing in order to serve people experiencing homelessness who are at risk of serious illness from COVID-19. This bill would require each city, county, or city and county to ensure that individuals housed pursuant to Project Roomkey and Project Homekey do not return to homelessness. The bill would require each city, county, or city and county to develop a plan to accomplish that result, and would specify the criteria the county or city and county must consider in developing the plan. This bill would continue Project Homekey, within the Department of Housing and Community Development, and make the project		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>permanent. The bill would declare the intent of the Legislature to ensure that adequate and ongoing resources and supports are provided to local governments to ensure its success and to ensure adequate accountability metrics. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.</p>		
<p>AB 1370 Quirk-Silva D Housing element: annual report: housing units.</p>	<p>3/18/2021-A. H. & C.D. 3/22/2021-Re- referred to Com. on H. & C.D.</p>	<p>Existing law, the Planning and Zoning Law, requires each city, county, and city and county to prepare and adopt a general plan that contains certain mandatory elements, including a housing element. Existing law requires the planning agency of a city or county to provide an annual report that includes specified information by April 1 of each year to specified entities, including the Department of Housing and Community Development. Among other things, existing law requires that this report include the progress in meeting the city's or county's share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing, as specified. This bill would additionally require that the annual report include the total number of housing units that received a certificate of occupancy in the prior year. The bill would require this information to also specify the total number of</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		housing units constructed that were approved pursuant to a specified streamlined, ministerial approval process and the total number of accessory dwelling units constructed that were approved by the city or county, as specified. By adding to the reporting requirements imposed on cities and counties, the bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.		
AB 1372 Muratsuchi D Right to temporary shelter.	3/4/2021-A. H. & C.D. 3/4/2021-Referred to Coms. on H. & C.D. and JUD.	Existing law authorizes a governing body of a political subdivision, as those terms are defined, to declare a shelter crisis if the governing body makes a specified finding. Upon declaration of a shelter crisis, existing law, among other things, suspends certain state and local laws, regulations, and ordinances, including those prescribing standards of housing, health, or safety, to the extent that strict compliance would prevent, hinder, or delay the mitigation of the effects of the shelter crisis and allows a city, county, or city and county, in lieu of compliance, to adopt by ordinance reasonable local standards and procedures for the design, site development, and operation of homeless shelters and the structures and facilities therein. This bill would require every city, or every county in the case of unincorporated areas, to provide every person who is homeless, as defined, with temporary shelter, mental health treatment, resources for job placement, and		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		job training until the person obtains permanent housing if the person has actively sought temporary shelter in the jurisdiction for at least 3 consecutive days and has been unable to gain entry into all temporary shelters they sought for specified reasons. The bill would require the city or county, as applicable, to provide a rent subsidy, as specified, if it is unable to provide temporary shelter. The bill would authorize a person who is homeless to enforce the bill's provisions by bringing a civil action. The bill would require a court to award specified remedies and penalties upon finding a violation of the bill's provisions, including by requiring the city or county, as applicable, to provide the person who is homeless with temporary shelter, mental health treatment, resources for job placement, and job training until the person obtains permanent housing. This bill contains other related provisions and other existing laws.		
AB 1384 Gabriel D Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.	3/11/2021- A. NAT. RES. 3/11/2021- Referred to Com. on NAT. RES.	Existing law establishes the Strategic Growth Council in state government consisting of various state agency heads and 3 public members. Existing law assigns to the council certain duties relative to the identification and review of activities and funding programs of state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet greenhouse gas emissions reduction goals, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. This bill would require the council to develop and coordinate a strategic		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.		
AB 1391 Chau D Compromised data.	3/11/2021-A. P. & C.P. 3/11/2021- Referred to Com. on P. & C.P.	Existing law, the California Consumer Privacy Act of 2018, authorizes a consumer whose nonencrypted and nonredacted personal information, as defined, is subject to an unauthorized access and exfiltration, theft, or disclosure as a result of a business' violation of the duty to implement and maintain reasonable security procedures and practices appropriate to the nature of the information to protect the personal information may institute a civil action, as specified. This bill would make it unlawful for a person to sell, purchase, or utilize data, as defined, that the person knows or reasonably should know is compromised data. The bill would define the term "compromised data" to mean		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		data that has been obtained or accessed pursuant to the commission of a crime.		
AB 1395 Muratsuchi D Greenhouse gases: carbon neutrality.	3/11/2021- A. NAT. RES. 3/11/2021- Referred to Com. on NAT. RES.	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 state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the state board to work with relevant state agencies to develop a framework for implementation and accounting that tracks progress toward achieving carbon neutrality, to set and manage targets and accounting for negative emissions separately from existing and future greenhouse gas emissions reduction targets, and to ensure that updates to the scoping plan identify and recommend measures to achieve carbon neutrality. The bill would require a specified plan prepared by the state board and other specified agencies to include sequestration targets consistent with		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		achieving carbon neutrality, and would impose other requirements on state agencies relating to working toward carbon neutrality.		
AB 1397 Garcia, Eduardo D Public contracts: California Lithium Economy Act.	3/11/2021-A. A. & A.R. 3/11/2021- Referred to Coms. on A. & A.R. and NAT. RES.	Existing law, the Buy Clean California Act, requires the Department of General Services to establish and publish a maximum acceptable global warming potential for categories of eligible materials, in accordance with specified requirements. Existing law further requires the department to review the maximum acceptable global warming potential for each category of eligible materials and adjust that number based on specified criteria. This bill, entitled the California Lithium Economy Act, would revise the definition of “eligible materials” to include lithium, commencing January 1, 2023. The bill would require an awarding authority, by January 1, 2025, to require the successful bidder for a contract that includes electric vehicles to be provided as part of that contract, to disclose the sources of lithium used in the manufacture of the electric vehicles’ batteries. The bill would also require, by January 1, 2035, that at least 35% of the lithium used in electric vehicle batteries pursuant to a contract under the act be produced in California. The bill would include related findings and declarations. This bill contains other existing laws.		
AB 1398 Bloom D Planning and zoning: housing	3/25/2021-A. H. & C.D. 3/25/2021- Referred to Coms. on H. & C.D. and	(1)Existing law, the Planning and Zoning Law, requires a county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other things, a housing element. Existing law requires the county or city to		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
element: rezoning of sites: prohousing local policies.	L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. Read second time and amended. (Amended 3/25/2021)	submit its proposed and adopted housing element and any amendment of its housing element to the Department of Housing and Community Development, and requires the department to determine whether that housing element or amendment substantially complies with specified law, as provided. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all household income levels, as provided, existing law requires that the local government rezone sites within specified time periods. If the local government fails to adopt a housing element within 120 days of the applicable statutory deadline, existing law requires that the local government (A) complete this rezoning no later than 3 years and 120 days from the statutory deadline for the adoption of the housing element and (B) revise its housing element every 4 years until the local government has adopted at least 2 consecutive revisions by the statutory deadline. This bill, for the 6th and each subsequent revision of the housing element, and notwithstanding the above-described 3 years and 120 days deadline for rezoning sites, would require that a local government that fails to adopt a housing element that the Department of Housing and Community Development has found to be in substantial compliance with state law within 120 days of the statutory deadline to complete this rezoning no later than one year from the statutory deadline for the adoption of the housing element. The bill, if a jurisdiction adopts a housing element more than one year after the statutory deadline,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		would prohibit the department from finding that jurisdiction’s housing element is in substantial compliance, as described above, until all required rezoning is complete. The bill would also specify that the above-described requirement for the local government to revise its housing element every 4 years applies until the due date for the 6th revision of the housing element and that adoption of a 6th revision housing element that is found to be in substantial compliance satisfies any obligation to adopt a 4-year housing element.This bill contains other existing laws.		
AB 1400 Kalra D Guaranteed Health Care for All.	2/19/2021-A. PRINT 2/22/2021-Read first time.	Existing federal law, the federal Patient Protection and Affordable Care Act (PPACA), requires each state to establish an American Health Benefit Exchange to facilitate the purchase of qualified health benefit plans by qualified individuals and qualified small employers. PPACA defines a “qualified health plan” as a plan that, among other requirements, provides an essential health benefits package. Existing state law creates the California Health Benefit Exchange, also known as Covered California, to facilitate the enrollment of qualified individuals and qualified small employers in qualified health plans as required under PPACA.This bill, the California Guaranteed Health Care for All Act, would create the California Guaranteed Health Care for All program, or CalCare, to provide comprehensive universal single-payer health care coverage and a health care cost control system for the benefit of all residents of the state. The bill, among other things, would provide that CalCare cover a wide range of medical benefits and other services and would incorporate the health care		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		benefits and standards of other existing federal and state provisions, including the federal Children’s Health Insurance Program, Medi-Cal, ancillary health care or social services covered by regional centers for persons with developmental disabilities, Knox-Keene, and the federal Medicare program. The bill would require the board to seek all necessary waivers, approvals, and agreements to allow various existing federal health care payments to be paid to CalCare, which would then assume responsibility for all benefits and services previously paid for with those funds. This bill contains other related provisions and other existing laws.		
AB 1401 Friedman D Residential and commercial development: parking requirements.	3/11/2021-A. L. GOV. 3/11/2021- Referred to Coms. on L. GOV. and H. & C.D.	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 land use element and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities. This bill would prohibit a local government from imposing a minimum parking requirement, or enforcing a minimum parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined, or located within a low-vehicle miles traveled area, as		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		defined. This bill contains other related provisions and other existing laws.		
AB 1423 Daly D Housing programs: multifamily housing programs: expenditure of loan proceeds.	3/11/2021-A. H. & C.D. 3/11/2021- Referred to Com. on H. & C.D.	Existing law establishes the Department of Housing and Community Development and requires it to administer various programs intended to promote the development of housing, including the Multifamily Housing Program, pursuant to which the department provides financial assistance in the form of deferred payment loans to pay for the eligible costs of development of specified types of housing projects. Existing law sets forth various general powers of the department in implementing these programs, including authorizing the department to enter into long-term contracts or agreements of up to 30 years for the purpose of servicing loans or grants or enforcing regulatory agreements or other security documents. This bill would authorize a borrower to use any funds approved, reserved, or allocated by the department for purposes of providing a loan under any multifamily housing program under these provisions for construction financing, permanent financing, or a combination of construction financing and permanent financing, as provided. The bill would require the department to deposit funds provided to a borrower that requests the use of funds for construction financing with the first lender at before the closing of the first lender's construction loan, to be disbursed as provided. The bill would specify that these provisions do not limit the eligible uses of funds otherwise authorized under any program administered by the department.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1436 Chau D Information Practices Act of 1977.	3/11/2021-A. P. & C.P. 3/11/2021- Referred to Com. on P. & C.P.	Existing law, the Information Practices Act of 1977, regulates the use and security of personal information, as defined, that is maintained by certain state public entities. The act makes certain findings, including that the increasing use of computers and other sophisticated information technology has greatly magnified the potential risk to individual privacy that can occur from the maintenance of personal information. This bill would, among other things, revise those findings, including by finding that the increasing use of computers, software, and other sophisticated information technology has greatly magnified the potential risk to individual privacy that can occur from the maintenance of personal information.		
AB 1441 Cervantes D Emergency services: emergency plans: critically ill newborn infants.	3/25/2021- A. EMERGENCY MANAGEMENT 3/25/2021- Referred to Com. on E.M. From committee chair, with author's amendments: Amend, and re-refer to Com. on E.M. Read second time and amended.	Existing law, the California Emergency Services Act, grants the Governor certain powers to be exercised in accordance with the State Emergency Plan and programs for the mitigation of the effects of an emergency, including providing for approval of local emergency plans, requires the State Emergency Plan to be in effect in each political subdivision of the state, and requires the governing body of each political subdivision to take such action as may be necessary to carry out the provisions thereof. This bill, additionally, would include critically ill newborn infants in the “access and functional needs population” for those purposes. The bill would require a county, in conjunction with the Office of Emergency Services and hospitals in the county, to prepare for a neonatal intensive care unit in the county an emergency disaster evacuation plan for critically ill newborn infants in the neonatal intensive care unit. By increasing the duties of local officials, this		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		bill would impose a state-mandated local program. This bill contains other existing laws.		
AB 1442 Ting D Accessory dwelling units.	2/19/2021- A. PRINT 2/22/2021-Read first time.	Existing law provides for the creation by local ordinance, or by ministerial approval if a local agency has not adopted an ordinance, of accessory dwelling units to allow single-family or multifamily dwelling residential use in accordance with specified standards and conditions. Existing law, with certain exceptions, prohibits a local agency from using or imposing any additional standards, including, until January 1, 2025, owner-occupant requirements. This bill would make nonsubstantive changes to the latter provisions.		
AB 1445 Levine D Planning and zoning: regional housing need allocation: climate change impacts.	3/11/2021-A. H. & C.D. 3/11/2021- 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 the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, existing law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Existing law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Existing law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as applicable, additionally consider among these factors emergency evacuation route capacity, wildfire risk, sea level rise, and other impacts caused by climate change. By adding to the duties of local officials in allocating regional housing need, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1450 Gabriel D Security planning: major sporting and entertainment events.	3/11/2021- A. EMERGENCY MANAGEMENT 3/11/2021- Referred to Com. on E.M.	The California Emergency Services Act, among other things, establishes the Office of Emergency Services within the office of the Governor, under the charge of a Director of Emergency Services appointed by the Governor. The act and other existing laws set forth the duties and authority of the office and the director, with respect to specified emergency preparedness, mitigation, and response activities within the state. This bill would require the office to prepare for the planning, resourcing, management, and delivery of safety and security at the potential 2026 FIFA World Cup hosting sites in the City of Los Angeles and the San Francisco Bay area. The bill would require the office, no later than one year from the date the final selection of host cities is made, to enter into a memorandum of understanding with the cities hosting the 2026 FIFA World Cup games, the chosen host committees, and with other necessary parties to implement those safety and security activities. The bill would repeal these		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		provisions on January 1, 2027. This bill contains other related provisions and other existing laws.		
AB 1453 Muratsuchi D Environmental justice: Just Transition Advisory Commission: Just Transition Plan.	3/11/2021-A. L. & E. 3/11/2021- Referred to Coms. on L. & E. and NAT. RES.	Existing law creates the Transformative Climate Communities Program, which is administered by the Strategic Growth Council. Existing law requires the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. This bill would, until January 1, 2028, establish the Just Transition Advisory Commission, consisting of specified members, in the Labor and Workforce Development Agency and would require the commission, through a public process, to develop and adopt, on or before January 1, 2024, the Just Transition Plan that contains recommendations to transition the state's economy to a climate-resilient and low-carbon economy that maximizes the benefits of climate actions while minimizing burdens to workers, especially workers in the fossil fuel industry, and their communities, especially communities that face disproportionate burdens from pollution. The bill would require the commission to submit the plan to the Legislature on or before January 1, 2024. This bill contains other existing laws.		
AB 1460 Bigelow R	3/11/2021-A. P.E. & R. 3/11/2021-	Existing law authorizes the Department of Human Resources (CalHR) to expend, in accordance with law, moneys made available for its use or for the administration of any statute		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
State employment: COVID-19 telework: costs.	Referred to Com. on P.E. & R.	administered by it. Existing law vests in CalHR the administration of salaries generally and provides for the payment of miscellaneous compensation under specified circumstances. Existing law requires CalHR to provide the extent to which, and establish the method by which, ordered overtime or overtime in times of critical emergency is compensated, as specified. This bill would authorize CalHR to provide a one-time payment of an unspecified amount to employees who have been required to telework as a result of the COVID-19 pandemic in order to offset costs associated with working remotely.		
AB 1462 Fong R Affordable housing: grant programs: progress payments.	3/11/2021-A. H. & C.D. 3/11/2021- Referred to Com. on H. & C.D.	Existing law establishes various housing programs administered by the Department of Housing and Community Development, including, among others, the CalHome Program to enable low- and very low income households to become or remain homeowners and the California Emergency Solutions Grants Program the purpose of addressing the crisis of homelessness in California. This bill would require the department to establish and administer a progress payment option for grants distributed pursuant to any program administered by the department that relates to the development of affordable housing, including, among other, the CalHome Program and the California Emergency Solutions Grants Program described above. The bill would authorize a grant award recipient of a program subject to these provisions to, upon request, receive the award pursuant to that progress payment option. The bill would require the department to require a grant award recipient that elects to use the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		progress payment option to submit a claim for reimbursable work or progress at least once every 6 months and would prohibit the department from disbursing any portion of a grant award until the department verifies that the claim seeks reimbursement for eligible costs under the applicable program.		
AB 1463 O'Donnell D California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard regulations.	3/11/2021- A. NAT. RES. 3/11/2021- Referred to Com. on NAT. RES.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low Carbon Fuel Standard regulations. This bill would require the state board to recognize as a method to generate credits under the Low Carbon Fuel Standard regulations the use of renewable natural gas or biogas that both displaces the existing use of natural gas and reduces the carbon intensity of fuels, as specified.		
AB 1486 Carrillo D California Environmental	3/18/2021- A. NAT. RES. 3/22/2021-Re- referred to Com. on NAT. RES.	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.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Quality Act: housing.		<p>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. This bill would exempt from CEQA the adoption of a housing element, revisions of a housing element, and amendments to other general plan elements to ensure consistency with the housing element or comply with legal requirements triggered by a housing element revision, amendment, or update. CEQA limits the environmental review of the approval of any subdivision map or other project that is consistent with a zoning or community plan if certain conditions are met, as provided. CEQA limits the environmental review of a development project if the development is consistent with the general plan and an EIR was certified for the general plan, as provided. This bill would limit the environmental review of a housing element implementation project, as defined, if an EIR was certified for the adoption or revision of the housing element and the project meets certain requirements, as provided. The bill would exempt from the requirements of CEQA a housing element implementation project if applicable development policies or standards adopted by a city, county, or the lead agency apply to the project and substantially mitigate significant effects of the project, as determined by the lead agency. By requiring a lead agency to determine the applicability of these provisions, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that no reimbursement is required by this act for a specified reason.		
AB 1488 Cervantes D Emergency services: local government: access and functional needs: medical equipment.	3/18/2021- A. EMERGENCY MANAGEMENT 3/23/2021-Re-referred to Com. on E.M.	Existing law establishes the Office of Emergency Services within the office of the Governor and under the supervision of the Director of Emergency Services and makes the office responsible for the state's emergency and disaster response services for natural, technological, or human-made disasters and emergencies. Existing law defines the term "emergency plan" for purposes of emergency services provided by local governments. Existing law requires a county, upon the next update to its emergency plan, to integrate access and functional needs into its emergency plan by addressing, at a minimum, how the access and functional needs population is served by, among other things, emergency evacuation for individuals who are dependent on public transportation. This bill would require the emergency plan to also address how the access and functional needs population is served by emergency evacuation of medical equipment. The bill would also require a county, or city and county, upon the next update to its emergency plan, regarding the integration of access and functional needs into that emergency plan, to work with Mutual Aid and Administrative Regions, the Emergency Medical Services Authority (EMSA), and the State Department of Public Health to coordinate the interregional agreements for acquisition of medical equipment. The bill would require EMSA to contract		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		with city and county local emergency medical services agencies to provide prearranged assistance to those cities and counties for planning, organizing, implementing, and maintaining regional emergency medical equipment, subject to the availability of funds appropriated therefor. By increasing the duties of local officials, this bill would impose a state-mandated local program. The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		
AB 1492 Bloom D Department of Housing and Community Development: high-opportunity areas.	3/11/2021-A. H. & C.D. 3/11/2021- Referred to Com. on H. & C.D.	Existing law establishes the Department of Housing and Community Development within the Business, Consumer Services, and Housing Agency and sets forth its powers and duties, including, among other things, responsibility for coordinating federal-state relationships in housing and community development and assisting communities and persons to avail themselves of state housing programs. This bill would require the department to designate areas in this state as high-opportunity areas, as provided, by January 1, 2023, in accordance with specified requirements and to update those designations within 6 months of the adoption of new Opportunity Maps by the California Tax Credit Allocation Committee.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
AB 1499 Daly D Transportation: design-build: highways.	3/11/2021- A. TRANS. 3/11/2021- Referred to Com. on TRANS.	(1)Existing law authorizes the Department of Transportation to utilize design-build procurement for up to 10 projects on the state highway system, based on either best value or lowest responsible bid. Existing law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Existing law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Existing law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely. This bill contains other related provisions and other existing laws.		
AB 1501 Santiago D Planning and zoning: housing development: very low and lower income households.	3/25/2021-A. H. & C.D. 3/25/2021- Referred to Coms. on H. & C.D. and L. GOV. From committee chair, with author's amendments: Amend, and re- refer to Com. on	(1)Existing law, the Planning and Zoning Law, requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside boundaries, that includes, among other mandatory elements, a housing element. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. This bill, if specified local governments within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura fail to complete this rezoning to accommodate 100% of the need for housing for very low and lower income households allocated		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	H. & C.D. Read second time and amended.	pursuant to Section 65584 within one year of the statutory deadline for that rezoning, would require the department to complete that rezoning on behalf of the local government within one year after the local government becomes subject to these provisions. The bill would prohibit any rezoning by the department under these provisions from requiring or causing displacement of residential tenants or the demolition or alteration of any occupied residential property. The bill would require a local government for which the department completes a rezoning under the bill's provisions to amend its housing element and zoning ordinances as necessary to accommodate that rezoning. This bill contains other related provisions and other existing laws.		
AB 1516 Gabriel D Income taxes: credits: low- income housing.	3/11/2021- A. REV. & TAX 3/11/2021- Referred to Com. on REV. & TAX.	The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. This bill, for taxable years beginning on or after January 1, 2022, and before January 1, 2027, would allow a credit against those taxes to a taxpayer that is transferred, and allocated, credits pursuant to the sale of a multifamily rental housing development or mobilehome park to a qualified developer, as defined, that has received a credit reservation from the California Tax Credit Allocation Committee, in specified amounts. The bill would require the credits to be reserved on a first-come-first-served basis. The bill would limit the aggregate amount of credit that may be allocated by the committee, as provided. The bill would also provide that the credit amount shall be \$0 for each taxable		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		year beginning on or after January 1, 2022, and before January 1, 2027, unless otherwise specified in a bill providing for appropriations related to the Budget Act. This bill contains other related provisions and other existing laws.		
AB 1531 O'Donnell D Pipeline safety: carbon dioxide.	3/18/2021- A. NAT. RES. 3/22/2021-Re- referred to Com. on NAT. RES.	Under the Elder California Pipeline Safety Act of 1981, the State Fire Marshal exercises safety regulatory jurisdiction over intrastate pipelines used for the transportation of hazardous or highly volatile liquid substances. The act imposes various requirements in relation to the regulation of these intrastate pipelines, including requiring every newly constructed pipeline, existing pipeline, or part of a pipeline system that has been relocated or replaced, and every pipeline that transports a hazardous liquid substance or highly volatile liquid substance, to be tested in accordance with specified federal law. A person who willfully and knowingly violates the act or a regulation issued pursuant to the act is, upon conviction, subject to a fine, imprisonment, or both a fine and imprisonment, as provided. This bill would revise the definition of "pipeline" for purposes of the act to also include intrastate pipelines used for the transportation of carbon dioxide, as defined, thereby expanding the regulation of intrastate pipelines under the act, including the above-specified testing requirement, to intrastate pipelines used for the transportation of carbon dioxide. By imposing additional requirements under the act in relation to intrastate pipelines used for the transportation of carbon dioxide, a violation of which would be a crime, the bill would impose a state-mandated local		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		program. The bill would also make nonsubstantive changes. This bill contains other existing laws.		
AB 1539 Levine D Commercial vessels: protection and indemnity insurance.	3/25/2021-A. TRANS. 3/25/2021-Re-referred to Com. on TRANS. pursuant to Assembly Rule 96.	Existing law expresses the policy of the state to promote safety for persons and property in and connected with the use and equipment of vessels. Existing law requires every for-hire vessel company to procure adequate liability protection for the payment of damages for personal bodily injuries, including death, and property damage as a result of an accident. This bill would require a vessel used for commercial purposes to have a minimum of \$1,000,000 of protection and indemnity insurance to cover wreck removal costs of the vessel. The bill would authorize the Division of Boating and Waterways to adopt regulations to implement that requirement and would subject the operator of a vessel who violates that requirement or those regulations to a civil penalty not exceeding an unspecified amount per day per violation.		
ACA 1 Aguiar-Curry D Local government financing: affordable housing and public infrastructure: voter approval.	12/7/2020-A. PRINT 12/8/2020-From printer. May be heard in committee January 7.	(1)The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements. The measure would specify that these provisions apply to any city, county, city and county, or special district measure imposing an ad valorem tax to pay the interest and redemption charges on bonded indebtedness for these purposes that is submitted at the same election as this measure. This bill contains other related provisions and other existing laws.		
ACA 5 Voepel R Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.	2/19/2021- A. PRINT 2/22/2021-Read first time.	(1)The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above. The measure would require the transfer and restrict the expenditure of revenues from taxes imposed by the state on motor fuels that are attributable to (A) distributions of motor vehicle fuel used or usable in propelling vessels, (B) agricultural off-highway use of motor vehicle fuel subject to certain refunds, and (C) distributions of motor vehicle fuel used in the operation of motor vehicles off highway and for which certain refunds have not been claimed, in accordance with certain statutes as those		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		statutes read on January 1, 2021. This bill contains other related provisions and other existing laws.		
SB 3 Caballero D Tenancy: COVID-19	1/28/2021-S. JUD. 3/12/2021-March 23 set for first hearing canceled at the request of author.	Existing law, the COVID-19 Tenant Relief Act of 2020, establishes certain procedural requirements and limitations on evictions for nonpayment of rent due to COVID-19 rental debt, as defined. Existing law defines COVID-19 rental debt as unpaid rent or any other unpaid financial obligation of a tenant that came due during the covered time period, defined as the period between March 1, 2020, and January 31, 2021. The act also requires a notice that demands payment of rent that came due during the transition time period, defined as the period between September 30, 2020, and January 31, 2021, to comply with additional specified requirements. This bill would extend the covered time period and transition time period for purposes of the act to March 31, 2021. This bill contains other related provisions and other existing laws.		
SB 6 Caballero D Local planning: housing: commercial zones.	3/11/2021-S. HOUSING 3/11/2021-From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 5. Noes 0.) (March 11). Re-	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. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development. If the inventory of sites does not identify adequate sites to accommodate the need for groups of all households pursuant to specified law, existing law requires the local government to rezone sites within specified		Governance And Finance (text 3/8/2021) Support Abundant Housing LA; Build Affordable Faster California California Association of Realtors East Bay for Everyone Los Angeles Business Council, Planning and Conservation League TechEquity Collaborative

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	referred to Com. on HOUSING.	time periods and that this rezoning accommodate 100% of the need for housing for very low and low-income households on sites that will be zoned to permit owner-occupied and rental multifamily residential use by right for specified developments. This bill, the Neighborhood Homes Act, would deem a housing development project, as defined, an allowable use on a neighborhood lot, which is defined as a parcel within an office or retail commercial zone that is not adjacent to an industrial use. The bill would require the density for a housing development under these provisions to meet or exceed the density deemed appropriate to accommodate housing for lower income households according to the type of local jurisdiction, including a density of at least 20 units per acre for a suburban jurisdiction. The bill would require the housing development to meet all other local requirements for a neighborhood lot, other than those that prohibit residential use, or allow residential use at a lower density than that required by the bill. The bill would provide that a housing development under these provisions is subject to the local zoning, parking, design, and other ordinances, local code requirements, and procedures applicable to the processing and permitting of a housing development in a zone that allows for the housing with the density required by the act. If more than one zoning designation of the local agency allows for housing with the density required by the act, the bill would require that the zoning standards that apply to the closest parcel that allows residential use at a density that meets the requirements of the act would apply. If the existing zoning designation allows residential		<p>Turner Center for Housing Innovation at the University of California, Berkeley</p> <p>Oppose</p> <p>California Coalition for Rural Housing California Housing Consortium California Housing Partnership Catalysts City of Beverly Hills City of Santa Clarita City of Torrance Housing California Non Profit Housing Association of Northern California Southern California Association of Non-Profit Housing Western Electrical Contractors Association</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>use at a density greater than that required by the act, the bill would require that the existing zoning designation for the parcel would apply. The bill would also require that a housing development under these provisions comply with public notice, comment, hearing, or other procedures applicable to a housing development in a zone with the applicable density. The bill would require that the housing development is subject to a recorded deed restriction with an unspecified affordability requirement, as provided. The bill would require that a developer either certify that the development is a public work, as defined, or is not in its entirety a public work, but that all construction workers will be paid prevailing wages, as provided, or certify that a skilled and trained workforce, as defined, will be used to perform all construction work on the development, as provided. The bill would require a local agency to require that a rental of any unit created pursuant to the bill’s provisions be for a term longer than 30 days. The bill would authorize a local agency to exempt a neighborhood lot from these provisions in its land use element of the general plan if the local agency concurrently reallocates the lost residential density to other lots so that there is no net loss in residential density in the jurisdiction, as provided. The bill would specify that it does not alter or affect the application of any housing, environmental, or labor law applicable to a housing development authorized by these provisions, including, but not limited to, the California Coastal Act, the California Environmental Quality Act, the Housing Accountability Act, obligations to affirmatively further fair housing, and any state or</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		local affordability laws or tenant protection laws. The bill would require an applicant of a housing development under these provisions to provide notice of a pending application to each commercial tenant of the neighborhood lot. The bill would repeal these provisions on January 1, 2029. This bill contains other related provisions and other existing laws.		
SB 7 Atkins D Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.	3/1/2021-A. DESK 3/1/2021-Read third time. Urgency clause adopted. Passed. (Ayes 34. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.	(1)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 the lead agency 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. This bill would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects,		Environmental Quality (text 2/18/2021) Support Bay Area Council Bricklayers and Allied Crafts Local Building and Construction Trades Council of Alameda County AFL-ICO Building and Construction Trades Council of San Bernadino & Riverside Counties Building and Construction Trades Council of Stanislaus Merced Tuolumne and Mariposa Counties California Association of Realtors California Labor Federation California Northstate University California State Council of Laborers Cement Masons Local 600

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project. The bill would provide for the certification by the Governor of a project alternative described in an EIR for a certified project, as provided. The bill would additionally require an applicant for certification of a project for which the environmental review has begun to demonstrate that the record of proceedings for the project is being prepared concurrently with the administrative process. The bill would require the project applicant, as a condition of certification, to agree to pay the costs of the trial court in hearing and deciding a case challenging a lead agency's action on a certified project. The bill would authorize the Office of Planning and Research to charge a fee to an applicant seeking certification for costs incurred by the Governor's office in the implementation of the Jobs and Economic Improvement Through Environmental Leadership Act of 2021. The bill would require resolution, to the extent feasible, of judicial review of action taken by a lead agency within 270 days after the filing of the record of proceedings with the court. The bill would provide that if a lead agency fails to approve a project certified by the Governor under the Jobs and Economic Improvement Through Environmental Leadership Act of 2021 before January 1, 2025, the certification is no longer valid. The</p>		<p>Central City Association of Los Angeles City of San Diego City of San Diego Council President Pro Tem Stephen Whitburn City of San Jose Contra Costa Building and Construction Trades Council District Council 16, International Union of Painters and Allied Trades Facebook INC Fresno Madera Kings and Tulare Building & Construction Trades Council AFL-CIO Google Harridge Development Group Heat and Frost Insulators and Allied Workers Local 16 Hollywood Chamber of Commerce Humboldt/Del Norte Building and Construction Trades Council IBEW Local 40 IBEW Local 441 IBEW Local 595 IBEW Local 6</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>bill would repeal the Jobs and Economic Improvement Through Environmental Leadership Act of 2021 on January 1, 2026. Because the bill would require the lead agency to prepare concurrently the record of proceedings for projects that are certified by the Governor, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>IBEW Local 684 IBEW Local 952 Imperial County Building & Construction Trades Council AFL-CIO International Brotherhood of Boilermakers Local 549 International Brotherhood of Boilermakers, Western States Section International Union of Elevator Constructors Local 8 International Union of Operating Engineers Cal-Nevada Conference International Union of Painter and Allied Trades AFL-CIO IOUE Local 12 IOUE Local 3 Iron Workers Local 118 Iron Workers Local 155 Iron Workers Local 229 Iron Workers Local 377 Iron Workers Local 378 Iron Workers Local 433 Ironworkers Local 416 IUPAT Local 12 IUPAT Local 83</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				IUPAT District Council 16 IUPAT District Council 36 IUPAT Local 1176 IUPAT Local 169 IUPAT Local 272 IUPAT Local 294 IUPAT Local 3 IUPAT Local 376 IUPAT Local 506 IUPAT Local 718 IUPAT Local 83 Joint Venture Silicon Valley Network Kern Inyo & Mono Counties Building and Construction Trades Council AFL-CIO Laborers International Union of North America, Local Union No. 261 Laborers Local 1309 Laborers Local 185 Laborers Local 304 Laborers Local 324 Laborers Local 67 Laborers Local 73 Los Angeles/Orange Counties Building and Construction Trades

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Council Monterey/Santa Cruz Counties Building & Construction Trades Council Napa/Solano Building and Construction Trades Council North Bay Building Trades Council OPCMIA Local 400 Operative Plasterers and Cement Masons Local 300 Plasterers' and Shophands' Local 66 Plumbers & Pipefitters Local Union Nos. 230, 447 Plumbers and Pipefitters Local Union 38 Sacramento-Sierra Building and Construction Trades Council San Diego County's Building Trades Unions San Diego EDC San Francisco Bay Area Planning and Urban Research Association (SPUR) San Francisco Building and Construction Trades Council San Joaquin Building Trades Council

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				San Mateo Building and Construction Trades Council Santa Clara and San Benito Counties Building & Construction Trades Council Sheet Metal Workers' Local Union No. 104 (SMART) Silicon Valley Leadership Group Sprinkler Fitters UA Local 483 Sprinkler Fitters UA Local 669 State Building & Construction Trades Council of California AFL-CIO Supervisor Nathan Fletcher District 4 County of San Diego SV@Home Teamsters Local 386 Teamsters Local 853 TechEquity Collaborative Tri-Counties Building and Construction Trades Council United Association Local 230 United Association Local 246 United Association Local 355 United Association Local 38 United Association Local 447 United Association Local 467

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				United Association Local 483 United Association Local 669 United Association of Plumbers Pipefitters and Refrigeration Fitters Local No. 246 United Union of Roofers Waterproofers & Allied Workers Local 220 United Union of Roofers Waterproofers & Allied Workers Local 27 United Union of Roofers Waterproofers & Allied Workers Local 81 United Union of Roofers Waterproofers and Allied Workers Local 36 Oppose None
SB 8 Skinner D Housing Crisis Act of 2019.	3/25/2021- S. HOUSING 3/25/2021-From committee: Do pass and re-refer to Com. on HOUSING. (Ayes	Existing law, the Housing Crisis Act of 2019, requires a housing development project be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified. The act defines “housing development project” to mean a use consisting of residential units only, mixed-use developments consisting of residential and nonresidential uses with at least 2/3 of the square		Governance And Finance (text 3/18/2021) Support Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	5. Noes 0.) (March 25). Re-referred to Com. on HOUSING.	footage designated for residential use, and transitional or supportive housing. This bill would clarify, for various purposes of the act, that “housing development project” includes projects that involve no discretionary approvals, projects that involve both discretionary and nondiscretionary approvals, and projects that include a proposal to construct a single dwelling unit. The bill would specify that this clarification is declaratory of existing law. This bill contains other related provisions and other existing laws.		
SB 9 Atkins D Housing development: approvals.	1/28/2021-S. HOUSING 3/3/2021-March 18 set for first hearing canceled at the request of author.	The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. This bill, among other things, would require a proposed housing development containing 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district. This bill contains other related provisions and other existing laws.		
SB 10 Wiener D Planning and zoning: housing development: density.	3/18/2021- S. GOV. & F. 3/22/2021-Read second time and amended. Re-referred to Com. on GOV. & F.	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. Existing law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would, notwithstanding any local restrictions on adopting zoning ordinances, authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill would require the Department of Housing and Community Development, in consultation with the Office of Planning and Research, to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2023,		Housing (text 2/24/2021) Support 3 Individuals Abundant Housing LA American Planning Association, California Chapter Bay Area Council California Association of Realtors California Building Industry Association California Chamber of Commerce California Community Builders California YIMBY Circulate San Diego Council of Infill Builders Councilmember Zach Hilton, City of Gilroy East Bay for Everyone Greenbelt Alliance Habitat for Humanity California Housing Action Coalition Los Angeles Business Council,

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		based on specified criteria. The bill would specify that an ordinance adopted under these provisions, and any resolution adopted to amend the jurisdiction’s General Plan to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. This bill contains other related provisions.		Planning and Conservation League San Francisco Bay Area Planning and Urban Research Association (SPUR) San Francisco Bay Area Rapid Transit District Silicon Valley @ Home Silicon Valley Community Foundation South Pasadena Residents for Responsible Growth TechEquity Collaborative The Two Hundred Valley Industry and Commerce Association (VICA) Zillow Group Oppose 128 Individuals A Better Way Forward to House California Adams Hill Neighborhood Association AIDS Healthcare Foundation Alameda Citizens Task Force Berkeley Associated Neighbors Against Non-affordable Housing Burton Valley Neighborhoods

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Group California Alliance of Local Electeds California Cities for Local Control Catalysts Citizens Preserving Venice City of Beverly Hills City of Lafayette City of Millbrae City of Palo Alto City of Pleasanton City of Santa Monica City of Torrance City of Yorba Linda Coalition for San Francisco Neighborhoods Coalition to Save Ocean Beach College Terrace Residents Association Committee to Save the Hollywoodland Specific Plan Councilmember Dawn Murdock, City of Palos Verdes Estates Cow Hollow Association D4ward Durand Ridge United El Segundo

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Encinitas Neighbors Coalition Friends of Sutro Park Hills 2000 Friends of The Hills Hollywoodland Homeowners Association LA Brea Hancock Homeowners Association Lafayette Homeowners Council Latino Alliance for Community Engagement Livable California Los Feliz Improvement Association Miracle Mile Residential Association Mission Street Neighbors Neighborhood Council Sustainability Alliance Trees Committee Northeast Neighbors of Santa Monica Pacific Palisades Community Council Planning Association for the Richmond Rancho Palos Verdes Riviera Homeowners Association Save Lafayette

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Shadow Hills Property Owners Association Sherman Oaks Homeowners Association Sierra Club South Shores Community Association State Building and Construction Trades Council of California Sunnyvale United Neighbors Sunset-Parkside Education and Action Committee Sustainable TamAlmonte Verdugo Woodlands West Homeowners Association West Wood Highlands Neighborhood Association Westside Regional Alliance of Councils Westwood Hills Property Owners Association Westwood Homeowners Association Wilshire Montana Neighborhood Coalition Windsor Square Association

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 17 Pan D Office of Racial Equity.	3/23/2021-From committee: Do pass as amended and re-refer to Com. on JUD.	Existing law establishes an Office of Health Equity in the State Department of Public Health for purposes of aligning state resources, decision making, and programs to accomplish certain goals related to health equity and protecting vulnerable communities. Existing law requires the office to develop department-wide plans to close the gaps in health status and access to care among the state’s diverse racial and ethnic communities, women, persons with disabilities, and the lesbian, gay, bisexual, transgender, queer, and questioning communities, as specified. This bill would establish in state government an Office of Racial Equity, an independent public entity not affiliated with an agency or department, that shall be governed by a Racial Equity Advisory and Accountability Council. The bill would authorize the council to hire an executive director to organize, administer, and manage the operations of the office. The bill would task the office with coordinating, analyzing, developing, evaluating, and recommending strategies for advancing racial equity across state agencies, departments, and the office of the Governor. The bill would require the office to develop a statewide Racial Equity Framework providing guidelines for inclusive policies and practices that reduce racial inequities, promote racial equity, address individual, institutional, and structural racism, and establish goals and strategies to advance racial equity and address structural racism and racial inequities. The bill would also require the office, in consultation with state agencies and departments, to establish methodologies, a system of measurement, and data needs for assessing how state		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>statutes, regulations, and practices contribute to, uphold, or exacerbate racial disparities, and to prepare an annual report that evaluates and reports on progress in meeting statewide goals and policies established under the Racial Equity Framework.</p> <p>The bill would require the Governor to direct the Secretary of each state agency to adopt and implement the Racial Equity Framework through each agencies' Racial Equity Action Plan, which would be adopted by each state agency and integrated into the agency's strategic plan. The bill would require the office to provide technical assistance to agencies during development of the Racial Equity Action Plan, to review and approve each agency's Racial Equity Action Plan, and to provide technical assistance to agencies implementing strategies for racial equity consistent with the Racial Equity Action Plan. The bill would require the Racial Equity Action Plan to be posted publicly on each agency's internet website. The bill would require each agency to prepare an annual report on the agency's progress towards goals set forth in the Racial Equity Action Plan and to submit the report to the office, the Governor, and the Legislature.</p>		
<p>SB 18 Skinner D Green hydrogen.</p>	<p>3/15/2021-S. E.Q. 3/23/2021-Read second time and amended. Re-referred to Com. on E.Q.</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 state board is required to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum</p>		<p>Energy, Utilities And Communications (text 12/7/2020) Support 350 Silicon Valley Advanced Power and Energy Program at UC Irvine Bioenergy Association of</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board, by December 31, 2022, as a part of the scoping plan and the state’s goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of hydrogen, including a specific plan to accelerate production and use of green hydrogen, as defined, in California and an analysis of how curtailed electrical generation could be better utilized to help meet the state’s greenhouse gas emissions reduction goals. The bill would require the state board, in developing the strategic plan, to consult with the California Workforce Development Board and labor and workforce organizations. This bill contains other related provisions and other existing laws.</p>		<p>California Brightnight LLC California Environmental Justice League California Hydrogen Business Council (CHBC) Center for Transportation and the Environment Elders Climate Action, NorCal Chapter Elders Climate Action, SoCal Chapter Friends Committee on Legislation of California Green Hydrogen Coalition Magnum Development Marin Clean Energy Mitsubishi Powers Americas Natural Resources Defense Council, if amended Nikola Corporation Northern California Power Agency San Diego Gas and Electric Southern California Gas Company Oppose Leadership Counsel for Justice & Accountability</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 30 Cortese D Building decarbonization.	1/28/2021-S. G.O. 1/28/2021- Referred to Com. on G.O.	Existing law requires the State Energy Resources Conservation and Development Commission to assess the potential for the state to reduce the emissions of greenhouse gases from the state's residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. Existing law requires the commission to include in the 2021 edition of the integrated energy policy report and all subsequent integrated energy policy reports a report on the emissions of greenhouse gases associated with the supply of energy to residential and commercial buildings. This bill would, on or after January 1, 2022, prohibit a state agency from designing or constructing a state facility that is connected to the natural gas grid. The bill would require the department to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035. The bill would, except as provided, prohibit state agencies from providing funding or other support for projects for the construction of residential and nonresidential buildings that are connected to the natural gas grid.		
SB 31 Cortese D Building decarbonization.	1/28/2021-S. E. U., & C. 3/15/2021-March 15 set for first hearing canceled at the request of author.	Existing law establishes the State Energy Resources Conservation and Development Commission and requires the commission to implement various energy efficiency programs. Existing law, except as provided, requires the commission to administer federal funds allocated to, and received by, the state for energy-related projects under certain federal laws. Existing law requires the commission to develop and implement the Electric Program Investment Charge (EPIC) program to award funds for projects		Energy, Utilities And Communications (text 3/5/2021) Support 10 individuals 350 Bay Area Action 350 Silicon Valley 350 South Bay Los Angeles 350 Ventura County Climate Hub

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>that will benefit electricity ratepayers and lead to technological advancement and breakthroughs to overcome the barriers that prevent the achievement of the state’s statutory energy goals and that result in a portfolio of projects that is strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. This bill would require the commission to identify and implement programs to promote existing and new building decarbonization. The bill would, to the extent clean energy or energy efficiency funds are made available from the federal government to address economic recovery and development due to the COVID-19 pandemic, authorize the commission to expend federal moneys, to the extent authorized by federal law, for projects for existing and new building decarbonization. The bill would additionally require the commission, under the EPIC program, to award funds for projects that will benefit electricity ratepayers and lead to the development and deployment of commercial and residential building decarbonization technologies and investments that reduce or eliminate greenhouse gas generation in those buildings. This bill contains other related provisions and other existing laws.</p>		<p>Acterra: Action for a Healthy Planet Active San Gabriel Valley Bay Area for Clean Environment California Association of Student Councils California League of Conservation Voters California Young Democrats Carbon Free Silicon Valley Ceres Citizens’ Climate Lobby Elders Climate Action, NorCal Chapter Elders Climate Action, SoCal Chapter Enigmatics Futures Unbound Glendale Environmental Coalition Menlo Spark Mothers Out Front, Silicon Valley Chapter Pacifica Climate Committee Plant-Based Advocates - Los Gatos San Diego Green Building Council San José Community Energy Advocates</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				School Energy Coalition Sierra Club California Silicon Valley Democratic Club SoCal 350 Climate Action South Bay Progressive Alliance Sunrise Movement - Silicon Valley The Climate Center The Climate Reality Project – Orange County The Climate Reality Project – San Diego The Climate Reality Project – San Fernando Valley The Climate Reality Project – San Francisco Bay Area The Climate Reality Project – Santa Clara County United Methodist Women of the El Camino Real District Westmont EcALlogy Club Zanker Recycling Oppose California Building Industry Association California State Association of Electrical Workers California State Council of

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Laborers California State Pipe Trades Council California Teamsters Public Affairs Council International Association of Bridge, Structural, Ornamental & Reinforcing Iron Workers International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers International Union of Operating Engineers Painters and Allied Trades (IUPAT) Southern California Gas Company State Building and Construction Trades Council of California Utility Workers Union of America Western States Council Sheet Metal, Air, Rail And Transportation
SB 32 Cortese D Energy: general	1/28/2021- S. GOV. & F. 1/28/2021-	The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan that addresses a number of elements. Existing law requires, among other things, the city's or county's planning agency to investigate and make recommendations to the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
plan: building decarbonization requirements.	Referred to Com. on GOV. & F.	legislative body regarding reasonable and practical means for implementing the general plan or element of the general plan. This bill would require a city or county to amend, by January 1, 2023, the appropriate elements of its general plan to include goals, policies, objectives, targets, and feasible implementation strategies, as specified, to decarbonize newly constructed commercial and residential buildings. The bill would require a city or county to submit these draft general plan amendments to the commission at least 45 days prior to the adoption of the amendments. The bill would require the legislative body of the city or county to consider the commission’s advisory comments, if any, prior to adopting the amendments. This bill contains other related provisions and other existing laws.		
SB 33 Cortese D Apprenticeship: annual report: task force.	3/18/2021-S. L., P.E. & R. 3/23/2021-Set for hearing April 5.	Existing law provides for apprenticeship programs within the Division of Apprenticeship Standards within the Department of Industrial Relations, sponsored by specific entities and employers, and requires the Chief of the Division of Apprenticeship Standards to perform various functions with respect to apprenticeship programs and the welfare of apprentices. Existing law also establishes the California Apprenticeship Council within the Division of Apprenticeship Standards and requires the council to issue rules and regulations on apprenticeship standards and certain other topics, as prescribed. This bill would require the Director of Industrial Relations, on or before September 1, 2022, to convene a task force to promote apprenticeship for all populations throughout the state, to be known as the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Apprenticeship Advancement Task Force, with membership as prescribed. The bill would require the task force to study the recruitment, retention, and barriers to entry of minority, underrepresented, and disadvantaged populations in the State of California for purposes of ensuring apprenticeship opportunities are more inclusive of those populations. The bill would require the membership of the task force to work jointly to issue a joint report to the Legislature by January 1, 2023, and by that date annually thereafter, that details best practices to promote apprenticeship for all populations throughout the state. This bill contains other related provisions and other existing laws.		
SB 37 Cortese D Contaminated sites: the Hazardous Waste Site Cleanup and Safety Act.	3/11/2021-S. E. Q. 3/18/2021-Set for hearing April 12.	(1)Existing law requires the Department of Toxic Substances Control to compile a list of specified information, including, but not limited to, hazardous waste facilities where the department took, or contracted for the taking of, corrective action to remedy or prevent, for example, an imminent substantial danger to public health. Existing law requires the State Department of Health Care Services to compile a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis by local health officers. Existing law also requires the State Water Resources Control Board to compile a list of specified information, including, but not limited to, all cease and desist orders and cleanup and abatement orders issued under the Water Code that concern the discharge of wastes that are hazardous materials. Existing law requires these agencies to update the information as appropriate, but at least annually, and to		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		submit the information to the Secretary of Environmental Protection. Under existing law, the Secretary for Environmental Protection is required to consolidate the information provided by these state agencies and distribute the information in a timely fashion to each city and county in which sites on the lists are located and to any other person upon request. This bill would enact the Hazardous Waste Site Cleanup and Safety Act and would recodify the above-described provisions with certain revisions. The bill would require the Department of Toxic Substances Control to also list hazardous waste facilities where the department issued an order for corrective action after determining that there is or has been a release of hazardous waste or constituents into the environment from a facility. The bill would require the State Water Resources Control Board, instead of the State Department of Health Care Services, to compile and update a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis by local health officers. The bill would require the Secretary for Environmental Protection to additionally post the consolidated information on the California Environmental Protection Agency's internet website. This bill contains other related provisions and other existing laws.		
SB 44 Allen D California	3/15/2021- S. JUD. 3/25/2021-Set for hearing April 13.	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	Sponsor	Environmental Quality (text 3/1/2021) Support

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.		<p>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 a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project. The bill would require the environmental leadership transit project to meet certain labor requirements. This bill contains other existing laws.</p>		<p>Bay Area Council Los Angeles County Metropolitan Transportation Authority Peninsula Corridor Joint Powers Board San Mateo County Transit District Silicon Valley Leadership Group Solano Transportation Authority Southern California Association of Governments Peninsula Corridor Joint Powers Board Oppose None</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 45 Portantino D Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.	3/16/2021- S. GOV. & F. 3/24/2021-Set for hearing April 8. April 8 hearing postponed by committee.	The California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, approved by the voters as Proposition 68 at the June 5, 2018, statewide primary direct election, authorizes the issuance of bonds in the amount of \$4,100,000,000 pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Article XVI of the California Constitution requires measures authorizing general obligation bonds to specify the single object or work to be funded by the bonds and further requires a bond act to be approved by a 2/3 vote of each house of the Legislature and a majority of the voters. This bill would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,510,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. This bill contains other related provisions.		Natural Resources And Water (text 12/7/2020) Support Antelope Valley East Kern Water Agency Association of California Water Agencies California Association of Local Conservation Corps California Native Plant Society Central Coast Water Authority Citizens for Los Angeles Wildlife Coachella Valley Water District Coastal Ranches Conservancy Community Nature Connection Defenders of Wildlife Escondido Creek Conservancy, the Friends of Harbors, Beaches, and Parks Hills for Everyone In Defense of Animals Kern County Water Agency Laguna Greenbelt Inc. Land Trust of Santa Cruz County Madrone Audubon Society, Sonoma County Mammoth Lakes Trails and Public

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				Access Foundation (MLTPA) Midpeninsula Regional Open Space District Mojave Water Agency Napa County Flood Control and Water Conservation District Palmdale Water District Paula Lane Action Network, Sonoma County Placer Land Trust Resolute San Bernadino Valley Municipal Water District San Diego River Park Foundation Santa Clarita Valley Water Agency SC Wildlands Silicon Valley Leadership Group Solano County Water Agency Sonoma County Agricultural Preservation and Open Space District Southern California Water Coalition State Water Contractors, Inc. Tulare Lake Basin Water Storage District

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				WateReuse Association Wildlands Network Oppose None
SB 46 Stern D American Rescue Plan Act funds: federal recovery funds: funded projects.	3/18/2021-S. G.O. 3/18/2021-Re-referred to Coms. on G.O., L., P.E. & R., and E.Q. Referral to Com. on E.Q. rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.	On Feb 24, 2021, the American Rescue Plan Act of 2021 (ARP) was introduced in the United States Congress. The stimulus package, if enacted into law, would, among other things, provide funding for economic relief payments to state, local, tribal, and territorial governments to speed up the United States' recovery from the economic and health effects of the COVID-19 pandemic and the ongoing recession. This bill would require, to the extent authorized by federal law, a state agency that receives and disburses ARP funds or other federal recovery funds to consider projects' potential impact on specified goals, including, among other things, restoring frontline communities and rapidly accelerating achievement of environmental justice and climate goals, including, but not limited to, climate, environmental, and biodiversity protection and stimulating growth. The bill would require state agencies to document how proposed projects meet or align with the goals and require the Labor and Workforce Development Agency to establish an internet website where the public can track the expenditure of federal ARP funds by the state and how funded projects meet the goals.		
SB 51 Durazo D	3/22/2021-A. THIRD READING	(1)Existing law prescribes requirements for the disposal of surplus land by a local agency, as defined. Existing law provides that certain dispositions of real property by local agencies are		Housing And Community Development (text 3/8/2021) Support

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Surplus residential property.	3/22/2021-Read second time. Ordered to third reading.	subject to surplus land disposal procedures as they existed on December 31, 2019, without regard to specified amendments that took effect on January 1, 2020, if those dispositions comply with specified requirements. Under existing law, these provisions apply to dispositions by a local agency that, as of September 30, 2019, has entered into an exclusive negotiating agreement or legally binding agreement to dispose of property, provided that the disposition is completed not later than December 31, 2022. This bill, except in the case of specified property, would additionally provide that the surplus land disposal procedures as they existed on December 31, 2019, apply if a local agency, as of September 30, 2019, has issued a competitive request for proposals that seeks development proposals seeking development proposals for the property that includes a residential component of at least 100 residential units and 25% of the total units developed comply with specified affordability criteria, provided that a disposition and development agreement, as defined, is entered into not later than December 31, 2024. If the property is not disposed of pursuant to a qualifying disposition and development agreement before March 31, 2026, or if no disposition and development agreement is entered into before December 31, 2024, the bill would require that future negotiations for and disposition of the property comply with the surplus land disposal procedures then in effect. The bill would extend these dates in the event of a judicial challenge to 6 months following the final conclusion of litigation. This bill would, with respect to surplus residential property that is located within the City of Los		Abundant Housing LA County of Los Angeles, Board of Supervisors Eric Garcetti, Mayor, City of Los Angeles San Diego Metropolitan Transit System Oppose United Caltrans Tenants

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>Angeles, instead require that if the surplus residential property is not sold to a former owner or present occupant, as described above, the property be offered at fair market value to purchasers who are present tenants who have occupied the property for 5 years or more and who are in good standing with all rent obligations current and paid in full, with first right of occupancy to the present occupants. If the surplus residential property is a historic home, as defined, the bill would then require that the property be offered to the city in which the property is located or a nonprofit private entity dedicated to rehabilitating and maintaining the historic home for public and community access and use, subject to specified terms and conditions. Finally, the bill would require that surplus residential property be offered to a housing-related entity, subject to specified terms and conditions. The bill would require a housing-related entity to cause the property to be used for low- and moderate-income rental housing for a term of at least 55 years, subject to a recorded affordability covenant, as provided, and to provide a first right of occupancy to the present occupants. The bill would authorize the Department of Transportation to designate in regulations, or delegate by agreement to, a public agency to monitor a property's compliance with the bill's terms, conditions, and restrictions, in the case of a historic home, or the recorded covenant, in the case of surplus residential properties sold to a housing-related entity, and authorize the monitoring entity to charge the property owner a fee to cover the cost of monitoring. The bill would provide zoning specifications for the purpose of increasing opportunity for</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		affordable housing within the 710 state route corridor, that would remain in effect until such time as the City of Los Angeles updates the specified community plan and zoning. The bill would require any net increase of housing units to be used for low- and moderate-income rental housing for a term of at least 55 years, and requires the purchase and operation of the property to be subject to a covenant recorded against the property that requires the property to remain available and affordable for rental by lower income and moderate-income households, as defined, for a term no shorter than 55 years. This bill contains other related provisions and other existing laws.		
SB 66 Allen D California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.	2/25/2021-S. TRANS. 2/25/2021-Re-referred to Com. on TRANS.	Existing law establishes the Transportation Agency, which consists of various departments and state entities including the California Transportation Commission and the Department of Transportation. Under existing law, the agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on 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 secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road safety, promote equity, and		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, and a disability rights organization. This bill contains other related provisions.		
SB 67 Becker D Clean energy: California 24/7 Clean Energy Standard Program.	3/11/2021-S. E. U., & C. 3/11/2021-Re- referred to Com. on E., U. & C.	Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires the PUC to establish a renewables portfolio standard requiring all retail sellers, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The program requires the PUC to establish appropriate 3-year compliance periods for all subsequent years that require retail sellers to procure not less than 60% of retail sales of electricity products from eligible renewable energy resources. The program additionally requires each local publicly owned electric utility, as defined, to procure a minimum quantity of electricity products from eligible renewable energy resources to achieve the procurement requirements established by the program. The program requires the State Energy Resources Conservation and Development Commission(Energy		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>Commission) to establish appropriate multiyear compliance periods for all subsequent years that require the local publicly owned electric utility to procure not less than 60% of retail sales of electricity products from eligible renewable energy resources. This bill would revise that policy to establish a goal that 100% of electrical load be supplied by eligible clean energy resources, as defined. The bill would establish the California 24/7 Clean Energy Standard Program, which would require that 85% of retail sales annually and at least 60% of retail sales within certain subperiods by December 31, 2030, and 90% of retail sales annually and at least 75% of retail sales within certain subperiods by December 31, 2035, be supplied by eligible clean energy resources, as defined. The bill would require the Energy Commission, in consultation with the PUC and California balancing authorities, to establish compliance periods and subperiods that meet certain criteria. The bill would require the PUC to establish for each retail seller, and the Energy Commission for each local publicly owned electric utility, clean energy procurement requirements for each compliance period and subperiod, as provided. Because the bill would impose additional duties on local publicly owned electric utilities, this bill would impose a state-mandated local program. This bill contains other existing laws.</p>		
SB 68 Becker D	3/18/2021-S. E. U., & C. 3/18/2021-Re-	Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission) to assess the potential for the state to reduce the emissions of greenhouse		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Building decarbonization.	referred to Coms. on E., U. & C. and JUD.	gases from the state’s residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. This bill would require the Energy Commission to develop and publish on its internet website a guide for electrification of buildings and to submit to the Legislature a report on barriers to electrifying existing buildings and to adding energy storage or vehicle charging equipment to existing buildings. This bill contains other related provisions and other existing laws.		
SB 84 Hurtado D Oil and gas wells: hazardous or idle-deserted wells and facilities.	3/16/2021-S. APPR. 3/25/2021-Set for hearing April 5.	(1)Existing law establishes the Geologic Energy Management Division in the Department of Conservation, under the direction of the State Oil and Gas Supervisor, who is required to supervise the drilling, operation, maintenance, and abandonment of wells and the operation, maintenance, and removal or abandonment of tanks and facilities related to oil and gas production within an oil and gas field, so as to prevent damage to life, health, property, and natural resources. Under existing law, the current operator, or the previous operator, as provided, as determined by the records of the supervisor, of a deserted well that produced oil, gas, or other hydrocarbons or was used for injection is responsible for the proper plugging and abandonment of the well or the decommissioning of deserted production facilities. If the supervisor determines that the current operator does not have the financial resources to fully cover the cost of plugging and abandoning the well or the decommissioning of deserted production facilities, existing law requires the immediately preceding operator to be responsible for the cost of plugging and		Natural Resources And Water (text 12/15/2020) Support None Oppose 1000 Grandmothers for Future Generations 350 Bay Area Action Audubon California California League of Conservation Voters Center for Biological Diversity Earthjustice Environmental Working Group Greenpeace Mothers Out Front Sierra Club California The Climate Center

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>abandoning the well or the decommissioning of deserted production facilities. This bill would require the supervisor to provide specified committees of the Legislature by July 1, 2022, with the process the supervisor has established to determine that the current operator does not have the financial resources to fully cover the cost of plugging and abandoning the well or the decommissioning of deserted production facilities, or for a previous operator. The bill would require the supervisor to, in a timely manner, post the materials provided to the legislative committees on a public portion of the division's internet website. This bill contains other related provisions and other existing laws.</p>		
<p>SB 111 Newman D Schoolbuses: stop requirements.</p>	<p>1/28/2021-S. TRANS. 3/10/2021-Set for hearing April 13.</p>	<p>Existing law requires the driver of any vehicle, upon meeting or overtaking any schoolbus equipped with required signs that is stopped for the purpose of loading or unloading any schoolchildren and displaying a flashing red light signal and stop signal arm, if equipped with a stop signal arm, to bring the vehicle to a stop immediately before passing the schoolbus and to not proceed past the schoolbus until the flashing red light signal and stop signal arm cease operation. A violation of these provisions is a crime. This bill would authorize a school district to install and operate an automated video traffic enforcement system, as defined, for the purpose of enforcing the prohibition described above. The bill would allow school districts to contract with private vendors for the equipment, operation, and maintenance of an automated video traffic enforcement system,</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>under certain circumstances, and create working agreements with local jurisdictions and local law enforcement. The bill would require the video enforcement system images to capture only the vehicle make and model, color, and license plate displayed, and not any person in the vehicle or any other vehicles or persons in the vicinity of the vehicle. The bill would make any information, image, or other data captured or generated by the automated video enforcement system confidential, and, unless demanded by court order, available only to the law enforcement agency or offender for limited purposes. The bill would require additional signage on schoolbuses relative to the video enforcement system. The bill would prohibit a school district from using automated schoolbus video enforcement systems or information gathered from those systems for any purpose other than those authorized by these provisions and would specifically prohibit the use of video or images captured by a system for employee surveillance or discipline. The bill would allow the State Board of Education to adopt standards, rules, and regulations to address privacy concerns arising from the use of an automated video traffic enforcement system. The bill would require a school district that operates an automated video traffic enforcement system to provide notice to people in the district and to send warning letters in lieu of citations for violations captured by the system during the first 90 days. The bill would allow for some reduced penalties when a violation was captured by an automated video traffic enforcement system. This bill contains other related provisions and other existing laws.</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 209 Dahle R State of emergency: termination after 45 days: extension by the Legislature.	2/10/2021-S. G.O. 3/4/2021-From committee with author's amendments. Read second time and amended. Referred to Com. on G.O.	Existing law, the California Emergency Services Act, authorizes the Governor to proclaim a state of emergency when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor to exercise certain powers in response to that emergency, including, but not limited to, suspending specified statutes, ordinances, orders, regulations, or rules. Existing law requires all of the powers granted the Governor by the California Emergency Services Act with respect to a state of emergency to terminate when the state of emergency has been terminated by proclamation of the Governor or by concurrent resolution of the Legislature declaring it at an end. This bill would require a state of emergency to terminate 45 days after the Governor's proclamation of the state of emergency unless the Legislature extends it by a concurrent resolution.		
SB 210 Wiener D Automated license plate recognition systems: use of data.	3/23/2021-S. APPR. 3/25/2021-Set for hearing April 5.	Existing law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Existing law authorizes the department to share that data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Existing law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR		Judiciary (text 3/15/2021) Support Access Humboldt Asian Americans Advancing Justice, California California Immigrant Policy Center Common Sense Consumer Federation of America Electronic Frontier Foundation Media Alliance National Lawyers Guild, San Francisco Chapter

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours. This bill contains other related provisions and other existing laws.		Oakland Privacy Privacy Rights Clearinghouse Oppose California Association of Highway Patrolmen California Narcotic Officers' Association California Peace Officers' Association California Police Chiefs Association California State Sheriffs' Association City of Fremont Los Angeles County Sheriff Peace Officers Research Association of California
SB 216 Dodd D Contractors: workers' compensation insurance: mandatory coverage.	3/22/2021- S. APPR. SUSPENSE FILE 3/22/2021-March 22 hearing: Placed on APPR suspense file.	Existing law, the Contractors State License Law, provides for the licensure and regulation of contractors by the Contractors State License Board within the Department of Consumer Affairs. Existing law requires every licensed contractor, or applicant for licensure, to have on file at all times with the board a current and valid Certificate of Workers' Compensation Insurance or Certification of Self-Insurance, or to file a certificate of exemption certifying that they have no employees and are not required to obtain or maintain workers' compensation insurance.		Business, Professions And Economic Development (text 1/13/2021) Support American Subcontractors Association California, Inc. California Association of Sheet Metal and Air Conditioning Contractors' National Association

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Under existing law, the failure to file a proper certification constitutes cause for disciplinary action, and the failure of a qualifier for a license, as defined, to ensure compliance with these provisions, as specified, is a crime. Existing law requires a roofing contractor holding a C-39 license to obtain and maintain workers' compensation insurance even if that contractor has no employees. This bill, until January 1, 2025, would require concrete contractors holding a C-8 license, warm-air heating, ventilation and air-conditioning (HVAC) contractors holding a C-20 license, or tree service contractors holding a D-49 license to also obtain and maintain workers' compensation insurance even if that contractor has no employees. The bill, as of January 1, 2025, would require all licensed contractors or applicants for licensure to obtain and maintain workers' compensation insurance even if that contractor has no employees and would also prohibit the filing of a certificate of exemption. This bill contains other related provisions.		California Builders Alliance California Landscape Contractor's Association Contractors State License Board (CSLB) Flasher Barricader Association Housing Contractors of California Plumbing-Heating-Cooling Contractors of California Sacramento Regional Builders Alliance Sacramento Regional Builders Exchange West Coast Arborists, Inc. Western Electrical Contractors Association Oppose None
SB 224 Portantino D Pupil instruction: mental health education.	3/10/2021-S. APPR. 3/19/2021-Set for hearing April 5.	Existing law requires, during the next revision of the publication "Health Framework for California Public Schools," the Instructional Quality Commission to consider developing, and recommending for adoption by the State Board of Education, a distinct category on mental health instruction to educate pupils about all aspects of mental health. Existing law requires mental health instruction for these purposes to include, but not be limited to, specified elements, including reasonably designed and age-		Education (text 1/14/2021) Support American Civil Liberties Union of California Aviva Family and Children's Services California Academy of Child and Adolescent Psychiatry

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>appropriate instruction on the overarching themes and core principles of mental health. This bill would require each school district, county office of education, state special school, and charter school to ensure that all pupils in grades 1 to 12, inclusive, receive medically accurate, age-appropriate mental health education from instructors trained in the appropriate courses at least once in elementary school, at least once in junior high school or middle school, as applicable, and at least once in high school. The bill would require that instruction to include, among other things, reasonably designed instruction on the overarching themes and core principles of mental health. The bill would require that instruction and related materials to, among other things, be appropriate for use with pupils of all races, genders, sexual orientations, and ethnic and cultural backgrounds, pupils with disabilities, and English learners. By imposing additional requirements on local educational agencies, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.</p>		<p>California Association of Health, Physical Education, Recreation & Dance California Association of Local Behavioral Health Boards and Commissions California Association of Marriage and Family Therapists California Association of Student Councils California Hospital Association California School-Based Health Alliance Casa Pacifica Centers for Children and Families Children Now Children's Partnership City of Santa Monica County Behavioral Health Directors Association of California Disability Rights California Five Acres - the Boys' and Girls' Aid Society of Los Angeles County Generation Up Mental Health America of Los Angeles Mental Health Services Oversight</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				and Accountability Commission Psychiatric Physicians Alliance of California Public Advocates, Inc. San Francisco Unified School District The Kennedy Forum Wellness Together Oppose None
SB 229 Dahle R Pupil health: mental health services: grants.	3/18/2021-S. HEALTH 3/18/2021-Re-referred to Coms. on HEALTH and ED.	Existing law requires the governing board of any school district to give diligent care to the health and physical development of pupils and authorizes the governing board of a school district to employ properly certified persons for the work, including school psychologists and counselors. This bill would require the Mental Health Services Division of the department, in consultation with the Department of Education, upon appropriation by the Legislature, to provide up to \$500,000,000 in grants each year for the specific purpose of providing mental health services for pupils affected by school closures and distance learning requirements resulting from the COVID-19 pandemic. The bill would require the division to allocate those grants to local educational agencies and private schools, as specified. The bill would be implemented only to the extent that funds for its purposes are appropriated by the Legislature in the annual Budget Act, and would authorize		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		that appropriation to come from any available state and federal funds. This bill contains other existing laws.		
SB 234 Wiener D Transition Aged Youth Housing Program.	3/9/2021- S. HOUSING 3/10/2021-From committee: Do pass and re-refer to Com. on HOUSING. (Ayes 4. Noes 0.) (March 9). Re-referred to Com. on HOUSING.	Existing law establishes the Homeless Coordinating and Financing Council and requires the council to set and measure progress toward goals to prevent and end homelessness among youth in California by setting specific, measurable goals aimed at preventing and ending homelessness among youth in the state and defining outcome measures and gathering data related to the goals. This bill would establish the Transition Aged Youth Housing Program for the purpose of creating housing for transition aged youth under 26 years of age, who have been removed from their homes, are experiencing homelessness unaccompanied by a parent or legal guardian, or are under the jurisdiction of a court, as specified, and would require the council to develop, implement, and administer the program. This bill contains other related provisions.		Human Services (text 3/2/2021) Support Alliance for Children's Rights/ California Coalition for Youth/ Children Now/ Grace Institute - End Child Poverty in Ca Aspiranet California Alternative Payment Program Association California Association of Food Banks California Association of Student Councils California School Employees Association California Youth Connection CASA of Los Angeles Catholic Charities East Bay Children's Institute Coachella Valley Coalition on Youth Homelessness Crittenton Services for Children and Families Hathaway-Sycamores

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
				John Burton Advocates for Youth Larkin Street Youth Services Public Counsel Sacramento LGBT Community Center San Diego Youth Services San Francisco Youth Commission South Bay Community Services The Children’ Movement of Fresno The San Diego LGBT Community Center Transgender Health and Wellness Center YMCA of San Diego County, Youth And Family Services Youth Emerging Stronger Oppose None
SB 257 Skinner D Property taxation: welfare exemption: museums.	2/3/2021-S. GOV. & F. 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55	Pursuant to constitutional authorization, existing property tax law provides a welfare exemption, pursuant to which property used exclusively for religious, hospital, scientific, or charitable purposes owned and operated by specified types of entities is exempt from taxation if it meets certain criteria, including that the property is used for the actual operation of the exempt activity, and does not exceed an amount of property reasonably necessary to the accomplishment of the exempt purpose. Under existing		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	suspended. (Ayes 32. Noes 4.)	property tax law, property used exclusively for the charitable purposes of museums owned and operated by a religious, hospital, scientific, or charitable fund, foundation, limited liability company, or corporation that meets these criteria is deemed to be within the welfare exemption. Existing property tax law requires a person claiming the welfare exemption to file that claim with the assessor and obtain an organizational clearance certificate from the State Board of Equalization, as provided. This bill would define the term “museum” for these purposes and prohibit the assessor from denying a claim for the welfare exemption for property that is used exclusively for the charitable purposes of museums, as described above, on the basis that the property is occasionally made available for private rentals as a service to the community if specified conditions are met. By adding to the duties of assessors in administering the welfare exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 259 Wilk R Public Utilities Commission: oversight of electrical corporations.	1/26/2021-S. RLS. 2/22/2021-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 32. Noes 4.) Joint Rule 55	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations. Existing law requires each electrical corporation to annually prepare and submit a wildfire mitigation plan to the commission for review and approval, as specified. Existing law requires a wildfire mitigation plan of an electrical corporation to include, among other things, protocols for deenergizing portions of the electrical distribution system that consider the associated impacts on public safety, as well as protocols related to mitigating		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	suspended. (Ayes 32. Noes 4.)	the public safety impacts of those protocols, including impacts on critical first responders and on health and communications infrastructure. This bill would state the intent of the Legislature to enact legislation to strengthen the commission’s oversight of electrical corporations’ efforts to reduce their fire risk and use of deenergization events.		
SB 260 Wiener D Climate Corporate Accountability Act.	2/3/2021-S. E.Q. 3/18/2021-Set for hearing April 12.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with the act. The act requires the state board to make available, and update at least annually, on its internet website the emissions of greenhouse gases, criteria pollutants, and toxic air contaminants for each facility that reports to the state board, as provided. This bill would require the state board, on or before January 1, 2023, to develop and adopt regulations requiring publicly traded domestic and foreign corporations with annual revenues in excess of \$1,000,000,000 that do business in California, defined as “covered entities,” to publicly disclose their greenhouse gas emissions, categorized as scope 1, 2, and 3 emissions, as defined, from the prior calendar year. The bill would require the state board, on or before January 1, 2024, to develop and adopt regulations requiring covered entities to set science-based emissions targets, as defined, based on the covered entity’s emissions that have been reported to the state board. The bill would require covered entities to disclose their greenhouse gas		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		emissions and science-based emissions targets in a manner that is easily understandable and accessible to residents of the state, including, but not limited to, by making that information available on a widely available digital platform. The bill would also require covered entities to ensure that their public disclosures have been independently verified by a third-party auditor, approved by the state board, with expertise in greenhouse gas emissions accounting. The bill would require the state board to consult with a panel of experts to determine standards and protocols for the state board to utilize to collect data for all scope 3 emissions from covered entities and to set science-based emissions targets for covered entities.		
SB 261 Allen D Regional transportation plans: sustainable communities strategies.	3/15/2021-S. TRANS. 3/16/2021-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 5. Noes 2.) (March 15). Re-referred to Com. on TRANS.	Existing law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The		Environmental Quality (text 1/27/2021) Support 350 Bay Area ActiveSVG American Lung Association of California Center for Climate Change and Health Central California Asthma Collaborative ClimatePlan Coalition for Clean Air Environmental Health Coalition

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		bill would make various conforming changes to integrate those additional targets into regional transportation plans. This bill contains other related provisions and other existing laws.		Leadership Counsel for Justice & Accountability Safe Routes to School National Partnership Oppose Associated General Contractors The California Chapters, Building Owners and Managers Association of California California Association of Realtors California Building Industry Association California Business Properties Association California Chamber of Commerce International Council of Shopping Centers Kern Council of Governments NAIOP of California, James Camp, Chair
SB 268 Archuleta D Parks and recreation: Lower Los Angeles River	3/25/2021- S. APPR. 3/25/2021-From committee: Do pass as amended and re-refer to	(1) Existing law authorizes the establishment of the Lower Los Angeles River Recreation and Park District by petition or resolution submitted to the Los Angeles County Local Agency Formation Commission before January 1, 2021. Existing law authorizes 10 specified city councils to each appoint one member, and the Los Angeles County Board of Supervisors to appoint 2		Governance And Finance (text 1/28/2021) Support City of Artesia City of Bellflower City of Commerce

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Recreation and Park District: Lower San Gabriel River Recreation and Park District: establishment: board of directors.	Com. on APPR. (Ayes 5. Noes 0.) (March 25).	members, to serve at the pleasure of the appointing entity on the initial board of directors of the district. Existing law authorizes the city councils of the Cities of Commerce, Downey, Montebello, and Pico Rivera to jointly appoint one member to serve a 2-year term on the initial board of directors of the district. This bill would authorize the city councils of the Cities of Commerce, Downey, Montebello, and Pico Rivera to each appoint one member to serve at the pleasure of the appointing city council on the initial board of directors of the district, rather than to jointly appoint one member to serve a 2-year term. The bill would authorize the Los Angeles County Board of Supervisors to appoint 3 members, rather than 2 members, to serve on the initial board of directors of the district. This bill contains other related provisions and other existing laws.		City of Downey City of Lakewood City of Pico Rivera Santa Fe Springs Oppose None
SB 270 Durazo D Public employment: labor relations: employee information.	2/10/2021-S. L., P.E. & R. 3/23/2021-Set for hearing April 5.	Existing law, including the Meyers-Milias-Brown Act, the Ralph C. Dills Act, the Trial Court Employment Protection and Governance Act, the Trial Court Interpreter Employment and Labor Relations Act, and the Los Angeles County Metropolitan Transportation Authority Transit Employer-Employee Relations Act, provisions commonly referred to as the Educational Employment Relations Act, and the Higher Education Employer-Employee Relations Act, among others, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law requires these public employers to provide certain labor representatives with the names and home addresses of newly hired employees, as well as their		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>job titles, departments, work locations, telephone numbers, and personal email addresses, within 30 days of hire or by the first pay period of the month following hire. Existing law also requires the public employers to provide this information for all employees in a bargaining unit at least every 120 days, except as specified. Existing law requires the Public Employment Relations Board to have jurisdiction over violations of these requirements and to have certain powers and duties related to enforcement of these requirements, except as specified. This bill, commencing July 1, 2022, would authorize an exclusive representative to file a charge of an unfair labor practice with the board, as specified, alleging a violation of the above-described requirements only if specified conditions are met, including that the exclusive representative gives written notice of the alleged violation and that the public employer fails to cure the violation, as specified. The bill would limit a public employer’s opportunity to cure certain violations. This bill contains other related provisions and other existing laws.</p>		
<p>SB 274 Wieckowski D Local government meetings: agenda and documents.</p>	<p>3/25/2021-S. APPR. 3/25/2021-From committee: Do pass as amended and re-refer to Com. on APPR.</p>	<p>Existing law, the Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Existing law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill</p>		<p>Governance And Finance (text 1/29/2021) Support AFL-CIO American Federation of State, County and Municipal Employees Association of California Water Agencies</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	(Ayes 5. Noes 0.) (March 25).	would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by mail or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified. By requiring local agencies to comply with these provisions, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		California Association of Local Agency Formation Commissions California Association of Realtors; California Municipal Utilities Association California News Publishers Association Services, Inc. California State PTA California Taxpayers Association County, and Municipal Employees Oakland Privacy Oppose None
SB 333 Eggman D San Joaquin Regional Transit District: procurement.	2/17/2021-S. TRANS. 3/22/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	The Local Agency Public Construction Act governs contracting by the San Joaquin Regional Transit District for the purchase of supplies, equipment, and materials. The act requires the district, when such an expenditure exceeds \$50,000, to make that purchase by contract let to the lowest responsible bidder. The act requires the district to publish notice requesting bids at least once in a newspaper of general circulation. This bill would increase that competitive bidding threshold to \$150,000 and specify that the contract be let, in the district's discretion, either to the lowest responsible bidder or to a responsible bidder that submits a proposal that provides the best value, as defined, to the district. The bill would also require, for the purchase of supplies,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		equipment, or materials that exceeds \$5,000, but does not exceed \$150,000, the district to obtain, to the extent practicable, a minimum of 3 written or oral quotes that permit the district to compare the prices and terms for the purchase. By imposing additional duties on local officials, the bill would impose a state-mandated local program. This bill contains other existing laws.		
SB 339 Wiener D Vehicles: road usage charge pilot program.	2/17/2021-S. TRANS. 3/10/2021-Set for hearing April 13.	Existing law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Existing law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027. The bill would require the Transportation Agency, in consultation with the California Transportation Commission, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program, as specified. The bill would require the RUC Technical Advisory Committee to make recommendations to the Transportation Agency on the design of		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>the pilot program, including the group of vehicles to participate. The bill would require that if a group of vehicles other than state-owned vehicles is selected, that participation in the program be voluntary. The bill would require the Transportation Agency to convene a state agency work group, as specified, to implement the pilot program and to design a process for collecting road charge revenue from vehicles. The bill would require the pilot program to be net revenue neutral, as specified. The bill would require that participants in the program be charged a mileage-based fee and receive a credit or a refund for gasoline taxes or electric vehicle fees, as specified. The bill would require that the pilot program not affect funding levels for a program or purpose supported by state gasoline tax and electric vehicle fee revenues. The bill would require the Transportation Agency to submit a report to the Legislature, as specified.</p>		
<p>SB 342 Gonzalez D South Coast Air Quality Management District: board membership.</p>	<p>2/9/2021-S. E.Q. 3/18/2021-Re-referred to Coms. on E.Q. and GOV. & F. Set for hearing April 12.</p>	<p>Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board, consisting of 13 members. This bill would add 2 members to the district board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. The bill would require the 2 additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice.</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 346 Wieckowski D In-vehicle cameras.	3/16/2021-S. APPR. 3/19/2021-Set for hearing April 5.	Existing law prohibits a person or entity from providing the operation of a voice recognition feature within this state without prominently informing, during the initial setup or installation of a connected television, either the user or the person designated by the user to perform the initial setup or installation of the connected television. Existing law further prohibits any actual recordings of spoken word collected through the operation of a voice recognition feature by the manufacturer of a connected television, or a third party contracting with a manufacturer of a connected television, from being sold or used for any advertising purpose. Existing law prohibits a person or entity from compelling a manufacturer or other entity providing the operation of a voice recognition feature to build specific features for the purpose of allowing an investigative or law enforcement officer to monitor communications through that feature. Existing law prohibits a waiver of these prohibitions and authorizes their enforcement by injunction or civil penalty in a court of competent jurisdiction by the Attorney General or a district attorney. This bill would prohibit a person or entity from providing the operation of an in-vehicle camera within this state without prominently informing the user or the person designated by the user to purchase the vehicle. The bill would further prohibit any video recording collected through the operation of an in-vehicle camera by the manufacturer from being used for any advertising purpose or shared with, or sold to, any third party. The bill would also prohibit any recording obtained through operation of an in-vehicle camera by the manufacturer from being retained at any		Judiciary (text 2/9/2021) Support Consumer Attorneys of California Consumer Federation of California Consumer Watchdog Consumers for Auto Reliability and Safety Oakland Privacy Oppose California New Car Dealers Association

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		location other than the vehicle itself without the affirmative written or electronic consent of the user. The bill would prohibit a person or entity from compelling a manufacturer or other entity providing the operation of an in-vehicle camera to build specific features for the purpose of allowing an investigative or law enforcement officer to monitor images through that feature. The bill would prohibit a waiver of these protections, and would authorize their enforcement by injunction or civil penalty in a court of competent jurisdiction by the Attorney General or a district attorney.		
SB 372 Leyva D Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.	3/18/2021-S. E.Q. 3/18/2021-Re-referred to Coms. on E.Q., TRANS., and JUD. Set for hearing April 12. Referral to Com. on JUD. rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.	Existing law, the California Pollution Control Financing Authority Act, establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution. This bill would require the California Pollution Control Financing Authority to establish a program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the authority to consult with various state agencies and stakeholders in the development and implementation of the program. This bill contains other related provisions and other existing laws.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 375 Wilk R Employment Development Department: unemployment insurance claimants: assistance.	3/18/2021-S. L., P.E. & R. 3/18/2021-Re-referred to Com. on L., P.E. & R.	Existing law establishes the Employment Development Department within the Labor and Workforce Development Agency and sets forth its powers and duties, including administration of the unemployment and disability insurance programs for California. Existing law requires the department to pay unemployment compensation benefits to unemployed individuals meeting specified requirements, to periodically review policies and practices used to determine eligibility for and the amount of benefits in the unemployment insurance program, and to report to the Legislature, as specified. Under existing law, unemployment compensation benefits are paid from the Unemployment Fund, and the expenses for administering these provisions are paid from the Unemployment Administration Fund, which is continuously appropriated for these purposes. This bill would require the department to implement a formal policy no later than October 1, 2021, that establishes a process for tracking and periodically analyzing call information data to determine the reasons why unemployment insurance claimants call the department for assistance. The bill would require the department, every 6 months thereafter, to analyze the data it has collected in order to improve its call center. The bill would require the department, in conducting its analysis, to identify and resolve weaknesses or problems with the way it provides assistance to claimants. The bill would require the department to take additional actions, including to develop a recession plan to prepare for future economic downturns by January 1, 2022, to update that recession plan at least once every 3 years thereafter,		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		and to report this information to the Legislature, as specified. Because this bill would authorize the expenditure of funds from the Unemployment Administration Fund for new purposes, the bill would make an appropriation. This bill contains other related provisions.		
SB 387 Portantino D Peace officers: certification, education, and recruitment.	2/25/2021- S. PUB. S. 3/24/2021-Set for hearing April 20.	Existing law requires the Commission on Peace Officer Standards and Training to establish a certification program for peace officers. Existing law requires the commission to establish basic, intermediate, advanced, supervisory, management, and executive certificates for the purpose of fostering the education and experience necessary to perform general police service duties. Existing law requires certificates to be awarded on the basis of a combination of training, education, experience, and other prerequisites, as determined by the commission. Existing law generally requires a local law enforcement officer who is responsible for the prevention and detection of crime and the general enforcement of the criminal laws to obtain the basic certificate issued by the commission within 18 months of employment in order to continue to exercise the powers of a peace officer. This bill would require the commission to work with stakeholders from law enforcement, the University of California, the California State University, the California Community Colleges, and community organizations to develop a list of courses to include as requirements for obtaining a basic certificate, as specified. The bill would require an applicant for a basic certificate to complete those courses before obtaining the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		certificate. By imposing additional training costs on local law enforcement agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 390 Laird D Employment Development Department: comprehensive plan.	3/11/2021-S. L., P.E. & R. 3/11/2021-Re-referred to Com. on L., P.E. & R.	Existing law creates, in the Labor and Workforce Development Agency, the Employment Development Department, which is vested with the duties, purposes, responsibilities, and jurisdiction with respect to job creation activities. The department is authorized to study and make recommendations as to actions that might tend to do several things, including, but not limited to, promoting the prevention of unemployment and the stabilization of employment, reducing and preventing unemployment, and establishing the most effective methods of providing economic security through all forms of social insurance. This bill would require the department to develop and, upon appropriation by the Legislature, implement a comprehensive plan to prepare for an increase in unemployment insurance compensation benefits claims due to an economic recession. The bill would require the plan to detail how to respond to economic downturns with a predetermined strategy that has considered the full effect on the department's operations, and include, but not be limited to, identifying the lessons learned from previous economic downturns, identifying ways to improve self-serve services to avoid long wait times to speak to staff, and enhancing claims processing tools to ensure that the department's identity verification processes are as robust as possible. The bill would		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		require the department to provide a copy of the comprehensive plan to the Joint Legislative Budget Committee and the Department of Finance by March 1, 2022, and to update the comprehensive plan and provide a copy to the Joint Legislative Budget Committee and the Department of Finance every 2nd year thereafter.		
SB 391 Min D Common interest developments: emergency powers and procedures.	3/18/2021- S. JUD. 3/25/2021-Set for hearing April 6.	Existing law, the Davis-Stirling Common Interest Development Act, governs the management and operation of common interest developments. Existing law defines a board meeting as a congregation, as provided, or a teleconference, as provided. Existing law requires, among other things, a board meeting held by teleconference to identify at least one physical location so that members of the association may attend, except as provided. This bill would establish alternative teleconferencing procedures for a board meeting or a meeting of the members if the common interest development is in an area affected by a federal, state, or local emergency. The bill would also make a conforming change. This bill contains other related provisions.		Housing (text 2/11/2021) Support California Association of Community Managers California Association of Realtors Community Associations Institute - California Legislative Action Committee Oppose California Alliance for Retired Americans Center for California Homeowner Association Law Habitat for Humanity California
SB 415 Melendez R Transportation finance: motor vehicle fuel tax.	2/25/2021- S. TRANS. 2/25/2021- Referred to Com. on TRANS.	The Motor Vehicle Fuel Tax Law 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. Article XIX of the California Constitution restricts the expenditure of revenues from the motor vehicle fuel tax and other taxes imposed by the state on fuels used in motor		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires a portion of the net revenues from that tax on motor vehicle fuel to be apportioned monthly among counties and cities pursuant to a specified formula, which includes a requirement that the base sum be computed using a specified metric. This bill would require the base sum to be calculated, rather than computed, using that metric and that the calculation of the apportionment be disclosed and made available to the public.		
SB 423 Stern D Energy: renewable and zero-carbon resources.	2/25/2021-S. E. U., & C. 3/23/2021-Set for hearing April 12.	The 100 Percent Clean Energy Act of 2018 established as a policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. Existing law requires the Public Utilities Commission (PUC) and State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the State Air Resources Board (state board), to take steps to ensure that a transition to a zero-carbon electric system for the State of California does not cause or contribute to greenhouse gas emissions increases elsewhere in the western grid. Existing law requires the PUC, Energy Commission, state board, and all other state agencies to incorporate that policy into all relevant planning. Existing law requires the PUC, Energy Commission, and state board to use programs authorized under existing statutes to achieve that policy. This bill would require the state board and Energy		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Commission to timely incorporate emerging renewable energy and firm zero-carbon resources, as defined, into its energy and resource planning processes, as specified. This bill contains other related provisions and other existing laws.		
SB 437 Wieckowski D Local publicly owned electric utilities: integrated resource planning: transportation electrification.	3/11/2021-S. E. U., & C. 3/11/2021-Re-referred to Coms. on E., U. & C. and TRANS.	Existing law requires that the governing board of a local publicly owned electric utility with an annual electrical demand exceeding 700 gigawatthours adopt an integrated resource plan and a process for updating the plan at least once every 5 years to ensure the utility achieves specified objectives. Existing law requires that the local publicly owned electric utility's integrated resource plan address procurement for, among other things, transportation electrification. This bill would require that each updated integrated resource plan include details of the utility's electrical service rate design that supports transportation electrification. The bill would require that the rate design apply across all transportation sectors to incentivize the purchase of zero-emission vehicles and engines and provide utility customers the ability, through a cost calculator, to readily and accurately predict the cost of paying for electricity for these vehicles and engines. By placing additional requirements upon local publicly owned electric utilities, the bill would impose a state-mandated local program. This bill contains other existing laws.		
SB 456 Laird D Fire prevention:	3/18/2021-S. N.R. & W. 3/25/2021-Set for hearing April 27.	Existing law establishes the Office of Planning and Research as the comprehensive state planning agency to, among other duties and authorities, engage in the formulation, evaluation, and updating of long-range goals and policies for land use, population		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
long-term forest management plan: reports.		growth and distribution, urban expansion, development, open space, resource preservation and utilization, air and water quality, and other factors that shape statewide development patterns and significantly influence the quality of the state's environment. Existing law establishes in the Natural Resources Agency the Department of Forestry and Fire Protection and requires the department to, among other thing, be responsible for providing fire protection, fire prevention, pest control, and forest and range protection and enhancement implements and apparatus as necessary and to enforce specified laws relating to forest and fire and forest practices, as provided. This bill would require the department, on or before July 1, 2022, in consultation with various state entities, including the Office of Planning and Research, to establish a long-term forest management plan. The bill would require the plan to include the use of various programs, including fuels reduction and prescribed fire. The bill would require the office, on or before July 1, 2023, and annually thereafter, until July 1, 2033, to prepare a report and provide it to the Joint Legislative Budget Committee on the status of the long-term management plan, as provided. The bill would require the office, on or before July 31, 2033, to prepare a final report and provide it to the Joint Legislative Budget Committee regarding the long-range forest management plan over the previous 10 years, as provided.		
SB 475 Cortese D	3/18/2021-S. E.Q. 3/18/2021-Re-	Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Transportation planning: sustainable communities strategies.	referred to Coms. on E.Q., TRANS., and HOUSING. Referral to Com. on HOUSING rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.	development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. As part of a regional transportation plan, existing law requires a metropolitan planning organization to adopt a sustainable communities strategy, which is designed to 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. Existing law requires the State Air Resources Board to update the regional greenhouse gas emission reduction targets every 8 years consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan under federal law until 2050. Existing law requires the State Air Resources Board to appoint a Regional Targets Advisory Committee, consisting of representatives of various entities, to recommend factors and methodologies to be used for setting greenhouse gas emission reduction targets for the regions required to prepare a sustainable communities strategy or alternative planning strategy as part of their regional transportation plan. This bill would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan’s consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity. The bill would also require the State-Regional Collaborative for Climate, Equity, and Resilience to identify best practice implementation actions and generate point-based climate impact scores for each implementation action. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience, on or before December 31, 2022, to issue its recommendations to the State Air Resources Board for incorporation into the new guidelines for sustainable communities strategies. The bill would require the State Air Resources Board, in consultation with California Transportation Commission and the Department of Housing and Community Development, to identify regional greenhouse gas emission reduction targets for long-range strategies through 2050 and near-term implementation actions through 2030 to reduce emissions from automobiles and light trucks. The bill would require the State Air Resources Board to demonstrate, by March 30, 2023, how the targets could be achieved with existing revenues using tools developed by the State-Regional Collaborative for Climate, Equity, and Resilience,</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		and would require an opportunity for public comment and a public hearing, before adoption of targets on or before June 30, 2023. The bill would require the state board to update the regional greenhouse gas emission reduction targets for near-term implementation actions every 4 years consistent with each metropolitan planning organization’s timeframe for updating its regional transportation plan under federal law until 2050 and ensure that the targets are achievable within the context of each region’s approach to meeting specified housing goals and climate adaptation strategies. The bill would also require the State Energy Resources Conservation and Development Commission, on or before July 1, 2023, and in consultation with various state entities, to set regional building decarbonization targets for 2030 and 2045 consistent with the state’s targets for reducing emissions of greenhouse gases in the state’s residential and commercial building stock for each geographic area represented by a metropolitan planning organization. This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above. This bill contains other existing laws.		
SB 478 Wiener D Planning and Zoning Law:	2/25/2021- S. GOV. & F. 3/24/2021-Set for hearing April 8.	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. The law also requires the Department of Housing and Community Development to notify the city, county, or city and county, and		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
housing development projects.		authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws. This bill would prohibit a local agency, as defined, from imposing specified standards, including a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 2, but not more than 4, units or a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 5, but not more than 10, units. The bill would additionally require the department to identify violations by a local government of these provisions, as described above.		
SB 500 Min D Autonomous vehicles: zero emissions.	2/25/2021- S. TRANS. 3/10/2021-Set for hearing April 13.	Existing law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would, beginning January 1, 2025, require an autonomous vehicle operating on a public road to be a zero-emission vehicle. The bill would define “zero-emission vehicle” to mean a vehicle that produces no emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, as determined by the State Air Resources Board. This bill contains other existing laws.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
SB 527 Melendez R Greenhouse Gas Reduction Fund: high-speed rail: Salton Sea restoration.	2/25/2021-S. E.Q. 3/18/2021-Set for hearing April 12.	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. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain components of a specified high-speed rail project. This bill would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022–23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund. This bill contains other existing laws.		
SB 542 Limón D Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty	3/3/2021-S. TRANS. 3/25/2021-From committee with author's amendments. Read second time and amended. Re-	Existing sales and use tax laws impose taxes on retailers measured by 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, measured by sales price. The Sales and Use Tax Law defines the terms “gross receipts” and “sales price.” This bill would exclude from the terms “gross receipts” and “sales price” for purposes of the Sales and Use Tax Law the amount charged for the purchase		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
zero-emission trucks.	referred to Com. on TRANS.	of a new on-road medium- or heavy-duty zero-emission truck that is in excess of the amount that would be charged for an equivalent new medium- or heavy-duty diesel or gasoline truck, as determined by the State Air Resources Board. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws. Existing law requires the state to reimburse counties and cities for revenue losses caused by the enactment of sales and use tax exemptions. This bill would provide that, notwithstanding Section 2230 of the Revenue and Taxation Code, no appropriation is made and the state shall not reimburse any local agencies for sales and use tax revenues lost by them pursuant to this bill. Existing law, the Vehicle License Fee Law, establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state at a specified percentage of the market value of that vehicle. Existing law requires the annual amount of the license fee for any commercial vehicle to be a sum equal to 0.65 percent of the market value of the vehicle as determined by the California Department of Motor Vehicles. This bill would instead require the annual amount of the license fee for a new on-road medium- or heavy-duty zero-emission truck to be a sum equal to 0.65 percent		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		of the market value of an equivalent new medium- or heavy-duty diesel or gasoline truck, as determined by the State Air Resources Board.Existing law requires a bill that would authorize a new tax expenditure under the Sales and Use Tax Law to identify specific goals, purposes, and objectives that the tax expenditure will achieve, and detailed performance indicators and data collection requirements for determining whether the tax expenditure achieves these goals, purposes, and objectives.This bill would make findings specifying the goal, purpose, and objective of the sales and use tax exemption provided by this bill and the performance indicator to be used, and would require, on or before January 1, 2023, the California Department of Tax and Fee Administration to provide a report to the Assembly Revenue and Taxation Committee and the Senate Governance and Finance Committee on the use of the tax exemption.This bill would take effect immediately as a tax levy.		
SB 548 Eggman D Tri-Valley-San Joaquin Valley Regional Rail Authority: transit connectivity.	3/3/2021- S. TRANS. 3/19/2021-Set for hearing April 13.	Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity, between the Bay Area Rapid Transit District’s rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley, as defined, region of California. Existing law gives the authority all of the powers necessary for planning, acquiring, leasing, developing, jointly developing, owning, controlling, using, jointly using, disposing of, designing, procuring, and constructing facilities to achieve transit		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		connectivity, including, among other powers, the power to enter into cooperative or joint development agreements with local governments or private entities necessary to achieve transit connectivity. This bill would expressly exempt the authority and any entity contracted to serve as the operator of any transit connectivity developed and delivered pursuant to the authority's powers from specified provisions related to regulation by counties and cities regarding building, zoning, and related matters.		
SB 551 Stern D California Electric Vehicle Authority.	3/4/2021-S. G.O. 3/25/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on G.O.	Existing law provides for various state programs and services for the purpose of attracting and retaining businesses in the state. Existing law creates the Governor's Office of Business and Economic Development and requires the office to serve the Governor as the lead entity for economic strategy and the marketing of California on issues relating to business development, private sector investment, and economic growth. This bill would establish the California Electric Vehicle Authority within the Governor's office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, economic development, and other needs are addressed, as specified.		
SB 563 Allen D Second Neighborhood	3/3/2021-S. GOV. & F. 3/24/2021-Set for hearing April 8.	Existing law authorizes the legislative body of a city or county to propose the establishment of an enhanced infrastructure financing district, with a governing body referred to as a public financing authority, to finance public capital facilities or other specified projects of communitywide significance. Existing law requires		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan adoption process.		the proceedings for the establishment of the district to be instituted by the adoption of a specified resolution and requires an infrastructure financing plan to be prepared, as specified. Existing law requires a copy of the resolution and the plan to be sent to each landowner within the district. Existing law requires the public financing authority to consider the adoption of the plan at 3 public hearings and, at the 3rd hearing, terminate the proceedings, adopt the plan, or call an election depending on the percentage of the combined number of landowners and residents in the area who are at least 18 years of age who file a protest. If an election is called, existing law makes adoption of the plan dependent on the vote of that population. This bill, instead, would make the above-described plan adoption process dependent on the percentage of the combined number of registered voters in the area and landowners who file a protest and on the vote of that population. This bill contains other related provisions and other existing laws.		
SB 580 Hueso D Department of Transportation: highways and roads: recycled plastics study and specifications.	3/3/2021- S. TRANS. 3/10/2021-Set for hearing April 13.	The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. Existing law requires the specifications to be based on standards developed by the Department of Transportation for recycled paving materials and for recycled base, subbase, and pervious backfill materials.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>Existing law requires a local agency that has jurisdiction over a street or highway to either adopt these standards developed by the Department of Transportation or to discuss at a public hearing why the standards are not being adopted. Existing law requires the State Procurement Officer, when purchasing materials to be used in paving or paving subbase for use by the Department of Transportation and any other state agency that provides road construction and repair services, to contract for those items that use recycled material in those materials, unless the Director of Transportation determines that the use of the materials is not cost effective. This bill would authorize the department to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. If the department determines that this use of recycled plastics is feasible and that recycled plastics can be included in asphalt in a manner that is cost effective and provides life-cycle environmental benefits, the bill would authorize the department to establish specifications for including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road. The bill would require the department to prepare and submit, on or before January 1 of each year, commencing January 1, 2023, an analysis to the Assembly Committee on Transportation and the Senate Committee on Transportation on its progress studying recycled plastics and its progress toward establishing specifications for including recycled plastics in</p>		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		asphalt, as described above. The bill would require a local agency that has jurisdiction over a street or highway to either adopt the specifications established by the Department of Transportation or discuss at a public hearing why the specifications are not being adopted. By increasing the duties of local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 582 Stern D Climate Emergency Mitigation, Safe Restoration, and Just Resilience Act of 2021.	2/18/2021-S. E.Q. 3/18/2021-Re-referred to Coms. on E.Q. and N.R. & W. Set for hearing April 12.	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 state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, and to update the plan not less than every 5 years. This bill would require the state board to ensure that statewide greenhouse gas emissions are reduced to at least an unspecified percentage below the 1990 level by 2030, and 80% below the statewide greenhouse gas emissions limit no later than December 31, 2045. The bill would adopt a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible to secure a safe climate for		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		all, and to restore community health and reverse the impacts from the damage and injustice climate change is causing to the people, the economy, and the environment of California. The bill would require the Secretary of the Natural Resources Agency, in coordination with the Secretary for Environmental Protection and the State Air Resources Board, and concurrent with the scoping plan, to develop a climate restoration plan that (1) achieves and maintains net negative greenhouse gas emissions in California no later than 2035, (2) exercises global leadership in restoring atmospheric and oceanic concentrations of greenhouse gas emissions to preindustrial levels as soon as possible, but by no later than 2050, and (3) specifies carbon removal targets, before 2035, as necessary to facilitate achievement of those goals. This bill contains other related provisions and other existing laws.		
SB 598 Pan D Sacramento Regional Transit District: employee relations.	3/3/2021-S. L., P.E. & R. 3/23/2021-Set for hearing April 5.	Existing law establishes the Public Employment Relations Board (PERB) in state government as a means of resolving disputes and enforcing the statutory duties and rights of specified public employers and employees under various acts regulating collective bargaining, including the Meyers-Milias-Brown Act. Existing law includes within PERB’s jurisdiction the resolution of disputes alleging violation of rules and regulations adopted by a public agency, as defined, concerning unit determinations, representations, recognition, and elections, as specified. Existing law does not apply the above provisions to employees of specified transit agencies, including the Sacramento Regional Transit District, among others. This bill would grant PERB		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		jurisdiction to enforce these labor provisions applicable to the Sacramento Regional Transit District and would require employers and employees to adjudicate complaints of specified labor violations before PERB as an unfair labor practice. The bill would provide that exclusive representatives have the right to represent their bargaining units in employer-employee relations with the district, and employees have the right to be represented by their exclusive representative. The bill would require the district to give reasonable written notice to an exclusive representative of its intent to make any changes to matters within the scope of representation for purposes of providing the exclusive representative a reasonable amount of time to negotiate with the district regarding the proposed changes. The bill would also make it unlawful for the district or an employee organization to engage in certain acts, including imposing or threatening to impose reprisals on employees, or refusing to meet and negotiate in good faith in mutually agreed upon impasse procedures. By requiring the district transit agencies to adjudicate claims before PERB, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 602 Laird D Review of conservatorships.	3/18/2021- S. JUD. 3/25/2021-Set for hearing April 13.	Existing law generally provides for the establishment, review, and termination of conservatorships. Existing law requires the court to review a conservatorship 6 months after the initial appointment of the conservator, one year after the appointment of the conservator, and annually thereafter, but authorizes the court, one year after the appointment of the conservator, to set the next		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		review in 2 years if the court determines that the conservator is acting in the best interests of the conservatee. This bill would instead authorize the court, one year after the appointment of the conservator, to set the next review in 18 months if the court determines that the conservator is acting in the best interests of the conservatee.		
SB 623 Newman D Electronic toll and transit fare collection systems.	3/3/2021- S. TRANS. 3/10/2021-Set for hearing April 13.	Existing law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system in compliance with specified objectives, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Existing law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability. This bill contains other related provisions and other existing laws.		
SB 640 Becker D	3/3/2021- S. TRANS.	Existing law vests the Department of Transportation with full possession and control of the state highway system and associated		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Transportation financing: jointly proposed projects.	3/19/2021-Set for hearing April 13.	property. Existing law creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. Existing law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Existing law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly submit to the commission a list of proposed projects to be funded by the cities and counties' apportionments of those funds, as specified. The bill would require that funds apportioned jointly to cities and counties for this purpose be available for expenditure for 3 full fiscal years after the apportionment.		
SB 643 Archuleta D Fuel cell electric	3/24/2021-S. E.Q. 3/24/2021-Re-referred to Coms.	Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the State Energy Resources Conservation and Development Commission (Energy		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
vehicle fueling infrastructure and fuel production: working group: statewide assessment.	on E.Q., TRANS., and E., U. & C.	Commission), in partnership with the state board, and in consultation with specified state agencies, to develop and adopt a state plan to increase the use of alternative fuels. This bill would, until January 1, 2030, require the state board, in consultation with the Energy Commission and the Public Utilities Commission, to create a working group to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution. The bill would require the assessment to be completed on or before December 31, 2023, and the working group to update the assessment at least once every 2 years.		
SB 649 Cortese D Local governments: affordable housing: local tenant preference.	3/3/2021- S. HOUSING 3/16/2021-Set for hearing April 15.	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. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. This bill would establish a state policy supporting local tenant preferences for lower income households, as defined, that are subject to displacement risk, and, further, permits local governments and developers in receipt of local or state funds, federal or state tax credits, or an allocation of tax-exempt private activity bonds designated for affordable rental housing to restrict occupancy by creating a local housing preference for lower income households subject to displacement risk. The bill would authorize a local government to allow a local		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		tenant preference in an affordable housing rental development to reduce displacement of lower income households with displacement risk beyond local government boundaries by adopting a program that allows preferences in affordable rental housing acquired, constructed, preserved or funded with state or local funds or tax programs.		
SB 653 Wieckowski D Vehicles: local agency charges: use of streets or highways.	2/19/2021-S. RLS. 3/3/2021-Referred to Com. on RLS.	Existing law prohibits a local agency from imposing a tax, permit fee, or other charge for the privilege of using its streets or highways, other than a permit fee for extra legal loads, after December 31, 1990, unless the local agency had imposed the fee prior to June 1, 1989. This bill would delete obsolete references and make other technical, nonsubstantive changes to these provisions.		
SB 662 Archuleta D Energy: transportation sector: hydrogen.	3/4/2021-S. E. U., & C. 3/25/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U. & C.	Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the Public Utilities Commission (PUC), in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission) and the State Air Resources Board (state board), to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification, as defined, to achieve specified results. The PUC is required to approve, or modify and approve, programs and investments in transportation electrification, including those that deploy charging infrastructure, through a reasonable cost recovery mechanism, if they meet specified requirements. This bill would revise the definition of "transportation electrification" for		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>this purpose to include the use of hydrogen when used as a transportation fuel in fuel cell electric vehicles. The bill would require the PUC, in consultation with the state board and the Energy Commission, to authorize gas corporations to file applications for programs and investments to accelerate widespread transportation electrification to advance specified environmental objectives. The bill would require the PUC to approve, or modify and approve, programs and investments in transportation electrification, including hydrogen and hydrogen-related pipelines, hydrogen distribution, and make-ready infrastructure for hydrogen, using a reasonable cost recovery mechanism if they are consistent with the specified environmental objectives, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interest of ratepayers, as defined. This bill contains other existing laws.</p>		
<p>SB 671 Gonzalez D Transportation: Clean Freight Corridor Efficiency Program.</p>	<p>3/3/2021- S. TRANS. 3/10/2021-Set for hearing April 13.</p>	<p>Existing law imposes various limitations on the emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law establishes the California Transportation Commission and requires it to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. Existing law requires the Department of Transportation to update the California Transportation Plan every 5 years and ensure that the plan addresses how the state will achieve maximum feasible emissions reductions. Existing law</p>	<p>Support</p>	

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		<p>also requires the Transportation Agency to prepare a state freight plan on or before December 31, 2014, and every 5 years thereafter, with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would establish the Clean Freight Corridor Efficiency Program, to be jointly administered by the California Transportation Commission and State Air Resources Board, in coordination with other state entities. The bill would require the program to establish criteria for identifying qualifying freight corridors and define minimum requirements for clean truck corridors, surrounding local streets and roads, and associated facilities. The bill would require the program to identify California's 5 most-used freight corridors and objectives for improving the corridors, as specified, and identify projects and funding opportunities in these corridors. The bill would require the commission and the board to jointly submit a report containing the program's criteria, requirements, and recommendations to the Legislature and the Governor by December 31, 2023, and every 5 years thereafter. The bill would also require the program's criteria, requirements, and recommendations to be incorporated into the development of the state freight plan and the California Transportation Plan.</p>		
<p>SB 674 Durazo D Public Contracts:</p>	<p>3/22/2021- S. TRANS. 3/23/2021-From committee: Do</p>	<p>Existing law establishes the Labor and Workforce Development Agency, under the supervision of the Secretary of Labor and Workforce Development. Existing law establishes within the Labor and Workforce Development Agency, the Department of</p>		<p>Committee On Labor, Public Employment And Retirement (text 2/19/2021) Support</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
workforce development: transportation-related contracts.	pass and re-refer to Com. on TRANS. (Ayes 4. Noes 1.) (March 22). Re-referred to Com. on TRANS.	Industrial Relations, to foster, promote, and develop the welfare of the wage earners of California and to advance their opportunities for profitable employment, among other duties. This bill would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment, as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety. This bill contains other related provisions and other existing laws.		California Immigrant Policy Center California State Association of Electrical Workers California State Pipe Trades Council California Teamsters Public Affairs Council Western States Council Sheet Metal, Air, Rail And Transportation Oppose American Council of Engineering Companies of California
SB 687 Hueso D Emergency response: trauma kits.	3/24/2021-S. JUD. 3/24/2021-From committee: Do pass and re-refer to Com. on JUD.	Under existing law, everyone is generally responsible, not only for the result of their willful acts, but also for an injury occasioned to another by their want of ordinary care or skill in the management of their property or person. Existing law exempts from civil liability any person who, in good faith and not for compensation, renders emergency medical or nonmedical care or		Health (text 2/19/2021) Support San Diego-Imperial Chapter of the American College of Surgeons Three individuals Oppose

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
	with recommendation: To consent calendar. (Ayes 11. Noes 0.) (March 24). Re-referred to Com. on JUD.	assistance at the scene of an emergency other than an act or omission constituting gross negligence or willful or wanton misconduct. Existing law exempts public or private organizations that sponsor, authorize, support, finance, or supervise the training of people, or certifies those people in emergency medical services, from liability for civil damages alleged to result from those training programs. This bill would define "trauma kit" to mean a first aid response kit that contains specified items, including, among other things, at least 2 tourniquets. The bill would require a person or entity that supplies a trauma kit to provide the person or entity that acquires the trauma kit with all information governing the use, installation, operation, training, and maintenance of the trauma kit. The bill would apply the provisions governing civil liability described above to a lay rescuer or person who renders emergency care or treatment by the use of a trauma kit and to a person or entity that provides training in the use of a trauma kit to provide emergency medical treatment, or certifies certain persons in the use of a trauma kit. This bill contains other related provisions and other existing laws.		None
SB 719 Min D Surplus land: exempt surplus	3/18/2021- S. GOV. & F. 3/24/2021-Set for hearing April 8.	Existing law prescribes requirements for the disposal of surplus land by a local agency. Existing law defines terms for these purposes, including, among others, "surplus land" to mean land owned in fee simple by any local agency for which the local agency's governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
land: eligible military base land.		the agency’s use. Existing law defines “exempt surplus land” to mean, among other things, surplus land that a local agency is exchanging for another property necessary for the agency’s use and surplus land that a local agency is transferring to another local, state, or federal agency for the agency’s use. This bill would deem certain land comprising of the Tustin Marine Corps Air Station to be exempt surplus land if specified requirements are met. In this regard, the bill would require the exempt surplus land to require the residential units on the land to comply with specified affordability requirements, as specified. The bill would require a local agency that disposes of exempt surplus land under these provisions to comply with certain requirements, including, adopting an initial finding of exemption and report certain information regarding the development of residential units on the property in a specified annual report. The bill would make a local agency that violates these requirements subject to specified penalties. This bill contains other related provisions and other existing laws.		
SB 726 Gonzalez D Alternative fuel and vehicle technologies: transportation	3/18/2021-S. E.Q. 3/18/2021-Re- referred to Coms. on E.Q., TRANS., and E., U. & C. Set for hearing April 12. Referral to Com. on E., U.	Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution and as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases. Existing law requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
sustainability strategy.	& C. rescinded because of the limitations placed on committee hearings due to ongoing health and safety risks of the COVID-19 virus.	the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Existing law requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop a comprehensive transportation sustainability strategy. The bill would require the strategy to be adopted by state agencies identified in the strategy. The bill would require, as part of the 2022 update of the scoping plan, the state board to set a greenhouse gas emissions reduction target for the whole transportation sector. The bill would require the Governor to identify and appoint one key lead agency to steer the coordination of zero-emission vehicle deployment across state agencies and to implement the zero-emission vehicle component of the strategy developed by the state board and commission. This bill contains other related provisions and other existing laws.		
SB 728 Hertzberg D Density Bonus Law: purchase of density bonus	3/18/2021-S. HOUSING 3/18/2021-Re-referred to Com. on HOUSING.	Existing law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
units by nonprofit housing organizations.		income households and meets other requirements. Existing law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income.Existing law requires the Department of Housing and Community Development to notify a city or county, and authorizes the department to notify the Attorney General, that the city or county has taken an action that violates specified provisions of law, including the Density Bonus Law. Existing law authorizes the Attorney General to seek all remedies available under law.This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization, as defined, purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property. By imposing these requirements on local agencies with respect to density bonuses, this bill would impose a state-mandated local program.The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.This bill would provide that, if the Commission on State Mandates determines that the bill contains		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.		
SB 735 Rubio D Vehicles: speed safety cameras.	3/18/2021- S. TRANS. 3/24/2021-Set for hearing April 13.	Existing law establishes a basic speed law that prohibits a person from driving a vehicle upon a highway at a speed greater than is reasonable or prudent given the weather, visibility, traffic, highway conditions, and in no event at a speed that endangers the safety of persons or property. Existing law authorizes the use of automated traffic enforcement systems to monitor stops at specified locations, such as limit lines and intersections, but does not expressly authorize the use of automated speed enforcement in this state. Existing law establishes a pilot program for the adjudication of traffic infractions that does not require a personal appearance. The pilot program includes the creation of an online adjudicatory tool to determine a person’s ability to pay the amount due. The bill would authorize a local authority to use a traffic speed safety system, as defined, to enforce speed limits in a school zone. The bill would prescribe requirements for the operation of a traffic speed safety system, including, among other things, notice to the public, issuance of citations, and confidentiality of data. The bill would create an administrative proceeding for persons to pay or contest a citation captured by a traffic speed safety system and a procedure to appeal an adverse decision. The bill would impose a civil penalty for a violation. The bill would require the use of the online adjudicatory tool to determine a person’s ability to pay that penalty and require that		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		fees be collected pursuant to the process created in the pilot program described above. This bill contains other existing laws.		
SB 743 Bradford D Housing developments: broadband adoption: grant program.	3/3/2021-S. HOUSING 3/16/2021-Set for hearing April 15.	Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including telephone corporations. Existing law requires the commission to develop, implement, and administer the California Advanced Services Fund program to encourage deployment of high-quality advanced communications services to all Californians that will promote economic growth, job creation, and the substantial social benefits of advanced information and communications technologies. This bill, upon appropriation by the Legislature, would require the Department of Housing and Community Development to establish a grant program to fund broadband adoption, digital literacy, and computer equipment for eligible publicly supported communities, as defined. The bill would require the department to award grants to eligible publicly supported communities for the purpose of providing either one-time funding for computer equipment and to establish computer labs or ongoing funding for up to 3 years for broadband service and digital literacy programs. This bill contains other existing laws.		
SB 746 Skinner D California Consumer Privacy Act of 2018:	3/3/2021-S. JUD. 3/25/2021-From committee with author's amendments. Read second time	Existing law, the California Consumer Privacy Act of 2018 (CCPA), grants a consumer, as defined, various rights with regard to personal information relating to that consumer that is held by a business, as defined, including the right to request that a business that collects personal information about the consumer disclose the categories of personal information it has collected about that		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
personal information: political purpose.	and amended. Re-referred to Com. on JUD.	consumer. The California Privacy Rights Act of 2020, approved by the voters as Proposition 24 at the November 3, 2020, statewide general election, establishes the California Privacy Protection Agency, which is vested with full administrative power, authority, and jurisdiction to implement and enforce the California Consumer Privacy Act of 2018. This bill would grant a consumer the right to request that a business disclose to the consumer whether or not the business uses personal information collected about the consumer for a political purpose, as defined. The bill would require a business that collects personal information about a consumer and uses that information for a political purpose to disclose to the consumer specified information upon receipt of a verifiable consumer request from the consumer, including the name of any candidate or committee for which the consumer's personal information was used for a political purpose. The bill would also require the business to disclose that information to the California Privacy Protection Agency or the Attorney General, as specified, and submit a statement certified, under penalty of perjury, by the chief executive officer, or equivalent person, of the business that the business has complied with that requirement. The bill would also require a business with gross revenue exceeding \$100,000,000 in the preceding calendar year that does not engage in activities described above to submit to the California Privacy Protection Agency or the Attorney General, as specified, a statement certified, under penalty of perjury, by the chief executive officer, or equivalent person, of the business that the business does not		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		engage in those activities. By expanding the crime of perjury, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
SB 751 Gonzalez D Environmental justice.	2/19/2021-S. RLS. 3/3/2021-Referred to Com. on RLS.	Existing law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. This bill would state the intent of the Legislature to enact subsequent legislation to promote environmental justice by ensuring that disadvantaged communities, often low-income communities of color, do not continue to be overburdened with unfair shares of pollution.		
SB 771 Becker D Sales and Use Tax Law: zero emissions vehicle exemption.	3/3/2021-S. GOV. & F. 3/3/2021-Referred to Com. on GOV. & F.	Existing state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, an electric or a hybrid electric vehicle for which the final listing price is not greater than \$25,000. This bill contains other related provisions and other existing laws.		
SB 780 Cortese D	3/3/2021-S. GOV. & F.	Existing law establishes enhanced infrastructure financing districts to finance public capital facilities or other specified		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
Local finance: public investment authorities.	3/24/2021-Set for hearing April 8.	projects of communitywide significance. Existing law provides for the membership of the governing body of the district, referred to as the public financing authority. If a district has only one participating affected taxing entity, existing law requires the public financing authority's membership to consist of 3 members of the legislative body and 2 members of the public chosen by the legislative body. If a district has 2 or more participating affected taxing entities, existing law requires the public financing authority's membership to consist of a majority of members from the legislative bodies of the participating entities, and a minimum of 2 members of the public chosen by the legislative bodies of the participating entities. This bill would authorize the legislative bodies to appoint designees to the public financing authority in their stead. If a district has more than 3 participating affected taxing entities, the bill would authorize the legislative bodies of the taxing entities to, upon agreement, appoint only one member of their respective legislative bodies, or their designees, in addition to the public members. This bill contains other related provisions and other existing laws.		
SB 798 Wieckowski D Trade Corridor Enhancement Account.	2/19/2021-S. RLS. 3/3/2021-Referred to Com. on RLS.	Existing law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Existing law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.		
SB 809 Allen D Multijurisdictional regional agreements: housing element.	3/18/2021- S. HOUSING 3/18/2021-Re-referred to Coms. on HOUSING and GOV. & F.	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. Existing law requires that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels, as specified. This bill would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in **PURPLE** have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

Bill ID/Topic	Location	Summary	Position	Recent Support/Oppose
		will satisfy the jurisdiction’s housing need for a designated income level. The bill would prohibit the jurisdictions that are a party to a multijurisdictional regional agreement from claiming an aggregate capacity in an amount greater than the actual capacity created by the housing development subject to the agreement. This bill contains other related provisions.		

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

FEDERAL LEGISLATION

BILL/AUTHOR	DESCRIPTION	STATUS
H.R. 1319 Rep. John Yarmuth (D – KY)	“The American Rescue Plan Act of 2021” This legislation provides \$1.9 trillion in COVID-19 relief funds – including \$30 billion for transit agencies nationwide. The transit funding includes \$1.25 billion for existing New and Small Starts projects.	3/11/21 – signed into law by the President
H.R. 133 Rep. Henry Cuellar (D-TX)	“Consolidated Appropriations Act, 2021” Federal legislation that included over \$900 billion for various coronavirus (COVID-19) relief programs, government funding of \$1.4 trillion, and myriad tax provisions. The bill included over \$14 billion for transit and \$10 billion to state DOT’s for highway spending.	12/27/20 – signed into law by the President

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

<p>H. R. 7389</p> <p>Rep. Ayanna Pressley (D-MA)</p>	<p>“Freedom to Move Act” Would establish a \$5 billion competitive grant program to offset fare revenues for transit agencies across the United States in order to promote fare-free public transit systems.</p>	<p>08/27/20 - Board adopts a Support position 06/29/2020 Referred to the House Committee on Transportation and Infrastructure, Subcommittee on Highways and Transit</p>
<p>H. R. 2</p> <p>Rep. Peter DeFazio (D-OR)</p>	<p>“New Vision for the Environment and Surface Transportation in America Act” 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>8/5/20 – Passed the House on July 1, 2020 and awaiting Senate action. 6/25/20 - Board adopts a Support position</p>
<p>H.R. 6800</p> <p>Rep. Nita Lowey (D-NY)</p>	<p>“Health and Economic Recovery Omnibus Emergency Solutions Act” HEROES ACT</p> <p><u>Highways</u></p> <ul style="list-style-type: none"> \$15 billion in highway formula funds (funding is from the Treasury’s General Fund vs. Highway Trust Fund) to mitigate the effects of COVID-19 including staff salaries and other administrative expenses. The funding will be distributed to states in the same way as FY 2020 highway funding was distributed. States may also use their remaining FY 2020 highway funding for administrative and operations expenses. 	<p>7/23/20 – In Senate Committee on Small Business and Entrepreneurship 5/15/2020 – Passed in House of Representatives</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

	<p><u>Transit</u></p> <ul style="list-style-type: none"> • \$15.75 billion operating assistance grants related to COVID-19 response at 100% federal share. Funding can be used for “reimbursement for operating costs to maintain service and lost revenue due to the coronavirus public health emergency, including the purchase of personal protective equipment, and paying the administrative leave of operations or contractor personnel due to reductions in service”. <ul style="list-style-type: none"> ○ \$11.75 billion will be distributed by formula to “urbanized areas with populations over 3,000,000”: 15 percent distributed under the Section 5307 Urbanized Area Formula and 85 percent under the Section 5337 State Of Good Repair Formula. ○ \$4 billion will be available for “grants to transit agencies that, as a result of coronavirus, require significant additional assistance to maintain basic transit services.” 	
<p>H. R. 748 Rep. Joe Courtney (D-CT)</p>	<p>CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY ACT (CARES ACT)</p> <ul style="list-style-type: none"> • Provides \$25 Billion nationwide in emergency funding for transit agencies responding to the Covid-19 crisis. • Provides assistance and protection for workers to respond and care for family during the Covid-19 crisis. • Provides assistance to businesses impacted by Covid-19. <p>This bill responds to the COVID-19 (i.e., coronavirus disease 2019) outbreak and its impact on the economy, public health, state and local governments, individuals, and businesses.</p> <p>The bill provides FY2020 supplemental appropriations for federal agencies to respond to the COVID-19 outbreak. The supplemental appropriations are designated as emergency spending, which is exempt from discretionary spending limits.</p>	<p>3/27/2020 – Signed into law by the President</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
 Note: “Location” will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

	<p>In addition, the bill funds various loans, grants, and other forms of assistance for businesses, industries, states, local governments, and hospitals; provides tax rebates of up to \$1,200 per individual and an additional \$500 per child, subject to limits based on adjusted gross income; temporarily expands unemployment benefits; and suspends payments and interest on federal student loans.</p> <p>The bill includes several other provisions that modify a wide range of programs and requirements, including those regarding oversight of the activities and funding authorized by this bill; the tax treatment of withdrawals from retirement accounts, business income, losses, and charitable contributions; medical product supplies; health insurance coverage for COVID-19 testing and vaccinations; the health care and aviation workforces; mortgage payments, evictions, and foreclosures for properties with federally backed mortgages; student loans and financial aid; aviation excise taxes; Medicare and Medicaid; the Food and Drug Administration drug approval process; the emergency paid sick leave program; banking and accounting rules; and the U.S. Postal Service's borrowing authority.</p>	
--	---	--

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

<p>H.R. 1865</p> <p>U.S. Representative Bill Pascrell (D – NJ)</p>	<p>FURTHER CONSOLIDATED APPROPRIATIONS ACT, 2020</p> <p>Funds the U.S. Department of Transportation programs and projects for the balance of Federal Fiscal Year 2020.</p>	<p>12/20/19 – Signed into law by the President 12/19/19 – passed by the U.S. Senate 12/17/19 – passed by the U.S. House of Representatives</p>
<p>Senate Bill 1790</p> <p>Senator James Inhofe (R – OK)</p>	<p>NATIONAL DEFENSE AUTHORIZATION ACT</p> <p>Authorizes Department of Defense programs – includes language with respect to prohibitions on the use of federal funds for procuring rolling stock from China.</p>	<p>12/20/19 – Signed into law by the President 12/17/19 – passed by the U.S. Senate 12/11/19 – passed by the U.S. House of Representatives</p>
<p>Senate Bill 352</p> <p>Senator John Cornyn (R-TX) And Senator Mark Warner (D-VA)</p>	<p>“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT</p> <p>The U.S. Department of Transportation (USDOT) currently has a statutory cap (\$15 billion) on the amount of Private Activity Bonds available for approval to finance infrastructure projects. USDOT has issued and allocated a total of \$12.4 billion in Private Activity Bonds, leaving just over \$2.5 billion available nationwide. It is expected that future project approvals throughout the nation will continue to decrease the amount of Private Activity Bonds available. S. 352 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.</p>	<p>Senate – Referred to Committee on Finance</p>
<p>H.R. 1139</p> <p>U.S. Representative Grace Napolitano (D- CA)</p>	<p>THE TRANSIT WORKER AND PEDESTRIAN PROTECTION ACT</p> <p>Would give transit agencies two years to develop a Bus Operations Safety Risk Reduction Program in partnership with their transit workforce, and with oversight from the U.S. Department of Transportation (USDOT).</p>	<p>7/29/18 – Metro Board approves Support Work With Author position for a similar bill</p> <p>House -</p>

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

	<p>The bill authorizes \$25 million per year for 5 years to pay for the implementation of these safety improvements as part of their Bus Operations Safety Risk Reduction Programs:</p> <ul style="list-style-type: none"> • Assault mitigation infrastructure and technology, including barriers to prevent assaults on bus operators • De-escalation training for bus operators • Modified bus specifications and retrofits to reduce visibility impairments • Driver assistance technology that reduces accidents • Installation of enhanced bus driver seating to reduce ergonomic injuries <p>This legislation will also require transit agencies to report all assaults on bus drivers to the USDOT's National Transit Database (NTD).</p>	Referred to the Subcommittee on Highways and Transit
<p>Senate Bill 2164 Rep. Julia Brownley (D-Ventura County)</p>	<p>THE GREEN BUS ACT OF 2019 The bill would increase funding for the federal zero-emission bus grant programs. The bill would also give preference to agencies that have an approved plan to move their bus fleets to all zero emission buses. Lastly, the bill would require that all federal funding be restricted to only zero-emission buses by 2029.</p>	House - Referred to the Subcommittee on Highways and Transit
<p>H.R. 4101/S. 2404 Representative Karen Bass (CA-37) and U.S. Senator Kirsten Gillibrand</p>	<p>BUILD LOCAL, HIRE LOCAL ACT This bill would allow for geographic based hiring to take place on federally funded projects, among other provisions related to U.S. Employment Plan use, and transparency and accountability provisions related to Buy America. The legislation, if approved in its current form, would require the use of Local Hire on all federally funded infrastructure projects, not just projects funded through U.S. Department of Transportation. The bill includes an increase in the required set-aside for SBE and DBE participation for federally funded contracts. The bill also develops new best value procurement standards that give preference to bids that use the U.S. Employment Plan.</p>	9/26/19: Board adopts a Support position

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
April 2021
Metro Government Relations**

<p>Senate Bill 2302 U.S. Senator John Barrasso (R-WY)</p>	<p>America’s Transportation Infrastructure Act of 2019</p> <p>This bill reauthorizes, for a period of five years, the highway title and programs included in the surface transportation authorization bill. The ATIA is largely a bill that builds on the FAST Act – while making very few changes to existing formula funding programs. The bill would provide \$287 billion over five years (\$259 billion for formula programs), which represents an increase of 27% over the FAST Act authorized funding levels. The legislation authorizes over \$6 billion in new competitive grants for shovel ready bridge investments. The legislation provides \$5.5 billion for the Nationally Significant Freight and Highway Projects Program. The bill provides over \$4.9 billion over five years to protect roadways and bridges from natural disasters, such as extreme weather events. The legislation also authorizes \$125 million for a national research program and statewide pilot projects to test road usage fees and other alternatives to the existing 18.4 cent federal gas tax.</p>	<p>9/26/19: Board adopts a Work with Author position</p>
---	--	--

Deferred=bill will be brought up at another time; Chaptered=bill has become law; LA=Last Amended; Enrolled=bill sent to Governor for approval or veto
Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/1/21
Bills highlighted in PURPLE have been submitted in the current month for Board consideration.