



Board Report

File #: 2017-0059, **File Type:** Informational Report

Agenda Number: 31.

**EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 16, 2017**

SUBJECT: STATE AND FEDERAL REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE **State and Federal Legislative Report.**

DISCUSSION

**Executive Management Committee
Remarks Prepared By Raffi Haig Hamparian
Government Relations Director, Federal Affairs**

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on February 2, 2017 and will be updated, as appropriate, at the Executive Management Committee meeting on February 16, 2017.

Federal Grants for Fiscal Year 2017

As we did last year and previously - Metro looks forward to aggressively seeking federal transportation grants - as authorized under the FAST Act.

Late last year, the U.S. Department of Transportation (USDOT) announced a Notice of Funding Opportunity for the second round of the FASTLANE Grant Program which was created as part of the freight focused funding section of the FAST Act. Metro's FASTLANE grant applications were submitted prior to December 15, 2016 - consistent with the USDOT's stated deadline. Because Congress did not appropriate a full year of funding for transportation projects and programs last year - this second round of FASTLANE grant funding was put on hold. Metro's Government Relations team will continue to work with our Planning Department to advocate for the applications that were submitted. The USDOT's announcement of FASTLANE grant awards will be made by our nation's new USDOT Secretary Elaine Chao, who was confirmed on January 31st. At this time there is no indication of when this grant will be announced.

Federal Appropriations for Fiscal Year 2017

As Federal Fiscal Year 2016 came to a close on September 30th, Congress was unable to agree on passing a full year funding bill and instead approved a short term Continuing Resolution that will fund the Federal Government at Fiscal Year 2016 levels until April 28, 2017.

We continue to work with staffers for both the House and Senate Appropriations Committees to make sure the final federal spending bill includes \$100 million for the Regional Connector, \$100 million for Purple Line Extension (Segment 1), and \$100 million for Purple Line Extension (Section 2). The Appropriations process for Fiscal Year 2018 is not expected to begin until May of 2017, after Fiscal Year 2017 funding is completed for the remainder of the Federal Fiscal Year.

Local Hire

I am very pleased to share that on January 18, 2017, USDOT published a five-year extension of the Local Hire Pilot Program which extends the program until 2022. Metro is appreciative of the partnership that we have with USDOT on advancing the Local Hire program. Metro will continue to work with USDOT to submit valuable data on the benefits gained from utilizing local hire language in our U.S. Employment Plan and Career Construction Program.

Federal Infrastructure Package

The Trump Administration has been vocal about their desire to move forward on building and re-building our infrastructure. Very little information has been presented on the specifics of the plan, but Congressional Committees are beginning to hold hearings to explore what an infrastructure package might look like and how it will be funded. Metro is working closely with key Congressional staff as well as working closely with transportation associations and other key national stakeholders to make sure that our Board-approved priorities are included in any infrastructure package that is considered by the 115th Congress. We look forward to presenting more information to the Board on this topic as ideas and legislation are advanced on Capitol Hill.

Conclusion

We will expand on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

**Executive Management Committee
Remarks Prepared By Michael Turner
Deputy Executive Officer Government Relations**

Chairman Fasana and members of the Executive Management Committee, I am pleased to provide an update on a number of federal matters of interest to our agency. This report was prepared on January 31, 2017 and will be updated, as appropriate, prior to the Executive Management Committee meeting on February 16, 2017.

California State Legislature Begins Bill Introductions in 2017-2018 Legislative Session

The California State Legislative session officially began on Monday, December 5, 2016. Legislators have been able to introduce bills since the commencement of the 2017 Legislative Session on December 5, 2016. Through January 31, there have been 265 Assembly Bills introduced and 204 Senate Bills introduced (for a total of 469 bills). The deadline for introducing new bills is Friday, February 17 (absent a rule waiver). Staff is reviewing all of the proposed legislation for potential impacts to Metro programs and projects and will keep the Board apprised through the legislative session as bills move through the legislative process.

Post-election California State Legislative Changes

Governor Edmund G. Brown Jr.'s nomination for Attorney General, Xavier Becerra (D-CA) was confirmed in the Senate and Assembly in January. Becerra was sworn into office on January 18, 2017 as Attorney General, replacing Kamala D. Harris, who was elected to the U.S. Senate last month. Metro staff will continue to update the Board of Directors regarding changes in key leadership and the state Senate and Assembly delegation. The Senate and Assembly announced Committee assignments in late December.

Governor's Transportation Funding Package

On January 10, 2017, Governor Brown released his budget proposal for 2017-2018. The Governor made a statement about California's economic future, highlighting the need to remain fiscally prudent to prepare for a future recession. Governor Brown's priority for increasing the State's reserves remains a key element in this year's proposed budget. The Governor's 2017-2018 proposal includes provisions to combat a projected \$2 billion deficit by using conservative revenue estimates and reducing planned increases in spending. The Governor's proposal for transportation includes \$4.2 billion, an increase of 8 percent, for infrastructure, goods movement and transit. Metro staff and our advocacy team are actively briefing key offices on our priorities to support a robust funding package that aggressively addresses Metro's key priorities.

Conclusion

We will expand on this brief report at the Executive Management Committee meeting with any new developments that occur in the days ahead.

ATTACHMENTS

Attachment A - February 2017 - Legislative Matrix

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122
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Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer

**Los Angeles County Metropolitan Transportation Authority (Metro)
State and Federal Legislative Matrix
FEBRUARY 2017
Metro Government Relations**

STATE LEGISLATION

| Bill ID/Topic | Location | Summary | Position |
|--|--|---|---|
| <p>AB 1 Frazier D Transportation funding.</p> | <p>1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and NAT. RES.</p> | <p>(1)Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.012 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution. This bill contains other related provisions and other existing laws.</p> | <p>SUPPORT WORK WITH AUTHOR</p> |

**Los Angeles County Metropolitan Transportation Authority (Metro)
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| Bill ID/Topic | Location | Summary | Position |
|---|---|---|----------|
| <p>AB 17 Holden D</p> <p>Transit Pass Program: free or reduced-fare transit passes.</p> | <p>1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS.</p> | <p>Existing law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Existing law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would create the Transit Pass Program to be administered by the department. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers, as defined, are required to use to make available free or reduced-fare transit passes to eligible participants, as defined, and to ensure that moneys from the program are used to expand eligibility or further reduce the cost of a transit pass under existing programs. The bill would exempt the development of those guidelines from the Administrative Procedure Act. The bill would require eligible transit providers and eligible participants to enter into agreements for the distribution of free or reduced-fare transit passes to students. This bill contains other related provisions.</p> | |
| <p>AB 28 Frazier D</p> <p>Caltrans: NEPA Delegation Authority</p> | <p>1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and JUD.</p> | <p>Existing law gives the Department of Transportation full possession and control of the state highway system. Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program.</p> <p>This bill would reinstate the operation of the latter provision.</p> <p>This bill would declare that it is to take effect immediately as an urgency statute.</p> | SUPPORT |

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|---|---|--|----------|
| AB 46 Cooper D Employers: wage discrimination. | 12/5/2016-A. PRINT 12/6/2016-From printer. May be heard in committee January 5. | Existing law prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of the opposite sex for substantially similar work, when viewed as a composite of skill, effort, and responsibility, and performed under similar working conditions, unless the employer demonstrates that one or more specific factors, reasonably applied, account for the entire wage differential. Existing law also similarly prohibits an employer from paying any of its employees at wage rates less than the rates paid to employees of another race or ethnicity for substantially similar work. This bill would define “employer” for those purposes to include public and private employers. The bill would specify that a public employer is not subject to the misdemeanor provision. This bill contains other existing laws. | |
| AB 52 Cooper D Public employees: orientation and informational programs: exclusive representatives. | 1/19/2017-A. P.E.,R. & S.S. 1/19/2017-Referred to Com. on P.E., R., & S.S. | (1)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, as well as provisions commonly referred to as the Educational Employment Relations Act and the Higher Education Employer-Employee Relations Act, regulates the labor relations of the state, the courts, and specified local public agencies and their employees. Existing law establishes the Public Employment Relations Board and prescribes its powers and duties, in relation to these acts. These acts grant specified public employees of these entities the right to form, join, and participate in the activities of employee organizations of their choosing and require public agency employers, among other things, to meet and confer with representatives of recognized employee organizations and exclusive representatives on terms and conditions of employment. This bill would require the public employers regulated by the acts described above to provide all employees an orientation. The bill would also require these public employers to permit the exclusive representative, if applicable, to participate. By creating new duties for various local agencies, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. | |

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| AB 65 Patterson R Transportation bond debt service. | 1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS. | Existing law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds. | |
| AB 66 Patterson R High-Speed Rail Authority: reports. | 1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS. | Existing law, 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 a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes. | |
| AB 69 Allen, Travis R State highways: roadside rests. | 12/16/2016-A. PRINT 1/4/2017-Read first time. | Existing law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Existing law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Existing law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions. | |

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| <p>AB 73 Chiu D</p> <p>Planning and zoning: housing sustainability districts.</p> | <p>1/19/2017-A. L. GOV. 1/19/2017-Referred to Coms. on L. GOV. and NAT. RES.</p> | <p>(1)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 reforms and incentives intended to facilitate and expedite the construction of affordable housing. This bill would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements. The bill would also require the Department of Housing and Community Development, each October 1 following the approval of the housing sustainability district, to issue a certificate of compliance if the city, county, or city and county meets specified criteria pertaining to the continued compliance with these provisions or to deny certification, as provided. The bill would provide that a city, county, or city and county with a housing sustainability district would be entitled to a zoning incentive payment, subject to appropriation of funds for that purpose, and require that 1/2 the amount be provided upon zone approval by the office and 1/2 the amount upon verification by the department of the issuance of permits for the projected units of residential construction within the zone, provided that the city, county, or city and county has received a certificate of compliance for the applicable year. The bill, if no construction has started in a housing sustainability district within 3 years of the date that the first 1/2 of the incentive payment has been made, would require the city, county, or city and county to return the full amount of zoning incentive payments it has received to the department. This bill contains other related provisions and other existing laws.</p> | |

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| AB 87 Ting D Autonomous vehicles. | 1/19/2017-A. TRANS. 1/19/2017-Referred to Coms. on TRANS. and C. & C. | <p>Existing law authorizes 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 specified requirements are satisfied. Existing law prohibits an autonomous vehicle from being operated on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under existing law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.</p> | |

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| AB 91 Cervantes D High-occupancy vehicle lanes. | 1/19/2017-A. TRANS. 1/19/2017-Referred to Com. on TRANS. | Existing law authorizes the Department of Transportation to designate certain lanes for the exclusive or preferential use of high-occupancy vehicles. When those exclusive or preferential use lanes are established and double parallel solid lines are in place to the right thereof, existing law prohibits any person driving a vehicle from crossing over those double lines to enter into or exit from the lanes, and entrance or exit from those lanes is authorized only in areas designated for these purposes or where a single broken line is in place to the right of the lanes, except as specified. This bill would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the department. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions. The bill would authorize the department, on or after May 1, 2019, to reinstate 24-hour high-occupancy vehicle lanes in the County of Riverside if the department makes a specified determination, and would require the department to report to the Legislature on the impact on traffic of limiting the use of high-occupancy lanes only during the hours of heavy commuter traffic, as provided in the bill. | |
| AB 151 Burke D California Global Warming Solutions Act of 2006: market-based compliance mechanisms. | 1/11/2017-A. PRINT 1/12/2017-From printer. May be heard in committee February 11. | 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. This bill would state the intent of the Legislature to enact legislation that authorizes the state board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws. | |

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| AB 174 Bigelow R California Transportation Commission: membership. | 1/17/2017-A. PRINT 1/18/2017-From printer. May be heard in committee February 17. | Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws. | |
| AB 174 Bigelow R California Transportation Commission: membership. | 1/17/2017-A. PRINT 1/18/2017-From printer. May be heard in committee February 17. | Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals. This bill contains other existing laws. | |
| AB 179 Cervantes D California Transportation Commission. | 1/18/2017-A. PRINT 1/19/2017-From printer. May be heard in committee February 18. | Existing law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and allocation of funds to those projects pursuant to the state transportation improvement program and various other transportation funding programs. This bill would require that 6 of those voting members have specified qualifications. This bill contains other related provisions and other existing laws. | |
| AB 188 Salas D Vehicle retirement. | 1/19/2017-A. PRINT 1/20/2017-From printer. May be heard in committee February 19. | Existing law creates the enhanced fleet modernization program to provide compensation for the retirement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. This bill would require the State Air Resources Board, no later than March 2018, to update the guidelines for the enhanced fleet modernization program to make applicable to light-duty pickup trucks the same standard for miles per gallon that is applicable to minivans, as specified. | |

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| AB 215 Rodriguez D Metro Gold Line Foothill Extension Construction Authority. | 1/24/2017-A. PRINT 1/25/2017-From printer. May be heard in committee February 24. | Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project, and defines specified terms relating to that authority and project. This bill would make a nonsubstantive change to those provisions. | |
| SB 1 Beall D Transportation funding. | 12/5/2016-S. RLS. 1/26/2017-Referred to Com. on RLS. From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS. | Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws. | SUPPORT WORK WITH AUTHOR |
| SB 4 Mendoza D Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act. | 01/12/17 Referred to Coms. on T. & H., EQ., and GOV. & F. | An act to add Chapter 12.495 (commencing with Section 8879.80) to Division 1 of Title 2 of the Government Code and to amend Section 2192 of the Streets and Highways Code, relating to goods movement, by providing the funds necessary therefor through an election for the issuance and sale of bonds of the State of California and for the handling and disposition of those funds. This bill would revise the list of plans to be consulted by the commission in prioritizing projects for funding. The bill would expand eligible projects to include, among others, rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements. The bill would also identify specific amounts to be allocated from federal goods movement funds made available by the federal Fixing America's Surface Transportation Act to certain categories of projects. | SUPPORT WORK WITH AUTHOR |

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| SB 20 Hill D Vehicles: buses: seatbelts. | 1/12/2017-S. T. & H. 1/12/2017-Referred to Com. on T. & H. | Current law prohibits a person from operating a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a safety belt. Existing law makes the violation of this provision an infraction. This bill would also require a passenger in a bus that is equipped with safety belts to be properly restrained by a safety belt. The bill would also require a bus operator to inform passengers of the requirement to wear a seatbelt and would authorize a bus driver to post, or allow to be posted, signs or placards informing passengers of the requirement to wear a seatbelt, as specified. | |
| SB 21 Hill D Law enforcement agencies: surveillance: policies. | 1/12/2017-S. PUB. S. 1/12/2017-Referred to Coms. on PUB. S. and JUD. | Would, beginning July 1, 2018, require each law enforcement agency, as defined, to submit to its governing body at a noticed hearing, open to the public, a proposed plan for the use of all surveillance technology and the information collected, as specified. The bill would require that the law enforcement agency submit an amendment to the surveillance plan, pursuant to the same open meeting requirements, for each new type of surveillance technology sought to be used. This bill contains other related provisions and other existing laws. | |

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| SB 22 Hill D Firearms: law enforcement agencies: agency firearm accounting. | 12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5. | Existing law generally requires that a transaction involving a firearm be conducted through a licensed firearms dealer. This requirement does not apply under existing law to the sale or transfer of a firearm to an authorized law enforcement representative for exclusive use by that law enforcement agency if, prior to the transfer of the firearm, written authorization from the head of the agency is presented to the person from whom the transfer is being made. In these cases, existing law requires the firearm to be entered as an institutional weapon into the Automated Firearms System via the California Law Enforcement Telecommunications System. This bill would require a law enforcement agency, as defined, to adopt a written procedure to account for firearms that are owned, acquired, maintained, sold, loaned, lost, stolen, or in any way possessed by that agency or by an employee of that agency if used or carried for purposes of carrying out the official duties of his or her employment, as specified. The bill would require that the acquisition of firearms by an agency employee for use within the course of his or her employment be entered into the AFS, and would require that a record of firearms that are lost, stolen, or otherwise disposed of be entered into the AFS. By imposing additional duties 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 53 Hueso D Natural gas vehicles. | 12/5/2016-S. RLS. 12/6/2016-From printer. May be acted upon on or after January 5. | Existing state and federal law sets specified limits on the total gross weight imposed on the highway by any group of 2 or more consecutive axles. Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system. | |

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|---|--|---|----------|
| SB 54 De León D Law enforcement: sharing data. | 1/12/2017-S. PUB. S. 1/24/2017-Set for hearing January 31. From committee with author's amendments. Read second time and amended. Re- referred to Com. on PUB. S. | Current law provides that when there is reason to believe that a person arrested for a violation of specified controlled substance provisions may not be a citizen of the United States, the arresting agency shall notify the appropriate agency of the United States having charge of deportation matters. This bill would repeal those provisions. This bill contains other related provisions and other current laws. | |
| SB 137 Allen D Transit districts: ordinances. | 1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H. | Existing law provides for the creation of the Southern California Rapid Transit District in and around the County of Los Angeles, with specified powers and duties relative to providing public transit service. Existing law requires an ordinance passed by the board of directors of the district to be published once within 15 days after passage in a newspaper of general circulation printed and published in the district. This bill would authorize the district to print and publish an ordinance in a newspaper of general circulation more than once within 15 days after passage. The bill would require the district to also make an ordinance available online on appropriate Internet Web sites within 15 days after passage. By requiring a local agency to perform an additional duty, this bill would impose a state-mandated local 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. 2/1/2017

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| Bill ID/Topic | Location | Summary | Position |
|--|--|---|----------|
| SB 145 Hill D Autonomous vehicles: testing on public roads. | 1/26/2017-S. T. & H. 1/26/2017-Referred to Com. on T. & H. | Existing law authorizes 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 operated if specified requirements are satisfied. Existing law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Existing law requires the department to notify the Legislature if it receives an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. Existing law prohibits such an application from becoming effective any sooner than 180 days after that application is submitted. This bill would repeal the requirement that the department notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill would also repeal the requirement that the approval of such an application not be effective any sooner that 180 days after the date the application is submitted. This bill contains other related provisions. | |

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| FEDERAL | | |
|-------------|--|--------|
| BILL/AUTHOR | DESCRIPTION | STATUS |
| | 115th Congress is in session and under a Continuing Resolution which funds the Federal Government programs (minus discretionary funded programs) until April 28, 2017. | |

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