

**Board Report**

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**File #:** 2018-0133, **File Type:** Informational Report**Agenda Number:** 36.

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**EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 12, 2018****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 Senior Director, Federal Affairs**

Chair Garcetti 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 March 27, 2018 and will be updated, as appropriate, at the Executive Management Committee meeting on April 12, 2018. Status of relevant pending Federal legislation is monitored on the [Metro Government Relations Legislative Matrix <http://libraryarchives.metro.net/DB\\_Attachments/4%20-%20April%202018%20Legislative%20Matrix.pdf>](http://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202018%20Legislative%20Matrix.pdf), which is updated monthly.

**Trump Administration Announces Tariffs On Chinese Imports**

On March 23, 2018, the White House issued a Presidential Memorandum that announced that the United States will be imposing over \$50 billion in tariffs on Chinese imports. According to the Presidential Memorandum, the U.S. Trade Representative “shall publish a proposed list of products and any intended tariff increases within 15 days of the date of this memorandum.” According to administration officials, “The tariffs, which the United States trade representative will publish within 15 days, will target 1,300 lines of Chinese goods.” Pursuant to Board actions, Metro is purchasing 100 zero emission buses (including options) from BYD and 282 heavy rail cars (including options) from the China Railway Rolling Stock Corporation. A link to the Presidential Memorandum that was issued after President Trump spoke on this subject in the Diplomatic Room of the White House: [<https://www.whitehouse.gov/presidential-actions/presidential-memorandum-actions-united-states-related-section-301-investigation/>](https://www.whitehouse.gov/presidential-actions/presidential-memorandum-actions-united-states-related-section-301-investigation/). Metro staff will continue to closely track and analyze this matter and will update the Board once the specific tariffs are, consistent with the Presidential Memorandum, published in early April.

## **Omnibus Appropriations Bill Signed into Law**

On March 23, 2018, the U.S. Senate passed H.R.1625, the Consolidated Appropriations Act, 2018 by a vote of 65 - 32. The measure was signed later that day by President Trump, averting a government shutdown slated for the end of that day. The House previously passed this bill by a vote of 256 - 167. Overall, the bill provides about \$13.5 billion in budgetary resources for the Federal Transit Administration (FTA), which is an increase of more than \$1 billion as compared to FY 2017 enacted levels. Programs funded by Mass Transit Account (MTA) of the Highway Trust Fund received \$9.733 billion, as authorized by the Fixing America's Surface Transportation (FAST) Act for FY 2018. A handful of programs traditionally funded by the MTA also received an additional \$834 million from the general fund, including \$400 million for Bus and Bus Facilities grant programs, \$400 million for State of Good Repair, and \$30 million for High Density States. Of the Bus and Bus Facilities funding, \$209.1 million is allocated to formula grants, \$161.45 for competitive grants, and \$29.45 for no or low emissions grants.

The Capital Investment Grants (CIG) program was appropriated \$2.645 billion, up from \$2.413 billion in FY 2017. This total includes more than \$1.5 billion for New Starts, almost \$716 million for Core Capacity projects, and almost \$401 million for Small Starts. The bill also contains strong, legislative language to ensure the future of the CIG program.

This bill provides \$1.9 billion for Amtrak overall. Of this, \$650 million goes to Amtrak's Northeast Corridor (NEC), which is \$322 million more than FY 2017 enacted levels, and \$1.29 billion for Amtrak's National Network. Finally, the TIGER program is funded at a level of \$1.5 billion, \$1 billion more than FY 2017 enacted levels.

## **Federal Grants for Fiscal Year 2017/2018**

As we noted to Board members last month, Metro has applied for a number of major grants this year - including an INFRA grant and a Bus and Bus Facilities grant. We are engaging in a broad array of stakeholders to ensure that our grant applications have the best opportunity of being approved by the USDOT. Most recently, our professional staff were on Capitol Hill with the Los Angeles Area Chamber of Commerce and at the U.S. Department of Transportation (USDOT) discussing our INFRA grants with senior aides and officials. We are hopeful that Metro's INFRA grant applications will be favorably reviewed by the USDOT rumored to be announced at the end of April.

## **Conclusion**

Chair Garcetti - I look forward to expanding on this report at the Executive Management Committee meeting with any new developments that occur over the next several weeks.

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

Chair Garcetti and members of the Executive Management Committee, I am pleased to provide an update on a number of the state matters of interest to our agency. This report was prepared on March

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29, 2018 and will be updated, as appropriate, at the Executive Management Committee meeting on April 12, 2018. Status of relevant pending legislation is monitored on the [Metro Government Relations Legislative Matrix <http://libraryarchives.metro.net/DB\\_Attachments/4%20-%20April%202018%20Legislative%20Matrix.pdf>](http://libraryarchives.metro.net/DB_Attachments/4%20-%20April%202018%20Legislative%20Matrix.pdf) (hyperlink same as above), which is updated monthly.

### **California State Legislative Process Update**

The State Legislature convened from its spring recess on April 2, 2018. Policy and Fiscal Committees will continue to hear and amend bills that were introduced to date. The deadline for bills to be decided upon in Legislative and Policy Committees is April 27, 2018. Bills are being scheduled for hearings in their respective policy committees. Metro has sponsored a number of legislative proposals this session and these bills are currently in the Rules Committees, where they will be assigned to Policy Committees for hearings in the coming weeks. Staff will be working with members of the legislature and staff of policy committees to ensure that Metro's priorities and goals outlined in the 2018 State Legislative Program are met. Staff will continue to update the Board as bills move through the legislative process.

### **California State High Speed Rail Project Update**

The State's High Speed Rail Authority has released its 2018 Draft Business Plan for public comment. Metro supports the High Speed Rail project and supports the early funding of the book-end and connectivity projects in Los Angeles County pursuant to our Board approved 2018 State Legislative Program. The Assembly Committee on Transportation has scheduled a hearing to review the 2018 High Speed Rail Business Plan on Monday, April 2, 2018. SCAG will be providing testimony at the hearing on behalf of the Southern California region. On Tuesday, April 3, 2018, there will be a joint hearing of the Senate Transportation and Housing and Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation to review the 2018 Plan. Metro staff has been invited to testify and provide remarks about Metro's LINK Union Station project. The LINK US project is included in the early-action bookend project list, and the latest Draft Business Plan outlines the State's continued commitment of \$423 million of Proposition 1A funding to the project.

### **Senate Bill 1 Transportation Funding Update**

On March 21, 2018 the CTC adopted the five-year 2018 State Transportation Improvement Program (STIP), which includes \$482 million for Los Angeles County. The 2018 STIP provides Los Angeles and other counties the chance to fully restore projects deleted in 2016, as well as the opportunity to fund additional transportation priorities. In Los Angeles County, Metro in partnership with Caltrans is completing much needed safety improvements on the State Route (SR) 138 from Palmdale to the San Bernardino County line by widening the last three segments of the highway. Metro is also funding other major transportation priorities including the East San Fernando Valley Transit Corridor, a major Measure M capital project, and bus fleet replacement, a critical state of good repair priority. The CTC and Caltrans are set to submit their staff recommendations for the four major discretionary grant categories - the Local Partnership Program, Solutions for Congested Corridors, Trade Corridor Enhancement Program and the Transit and Intercity Rail Capital Program. The CTC will make its final recommendations and approve award funding at its May regular Commission Meeting in San Diego,

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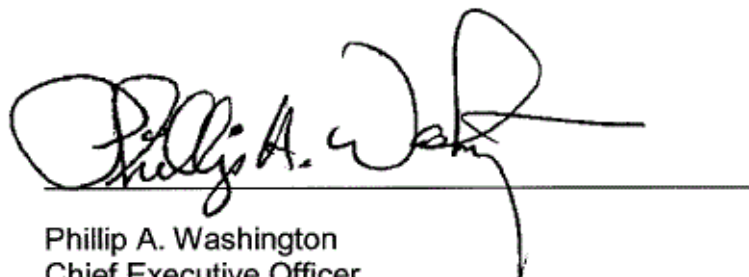
CA. Metro is advocating for funding awards for a number of projects throughout Los Angeles County. The latest information on Senate Bill 1 funding for Los Angeles County and Metro's grant applications is available to the public on Metro's "The Source" blog.

**Conclusion**

Chair Garcetti - I look forward to expanding on this report at the Executive Management Committee meeting with any new developments that occur over the next several weeks.

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122  
Raffi Hamparian, Senior Director, Government Relations, (213) 922-3769

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  
APRIL 2018  
Metro Government Relations**

**STATE LEGISLATION**

| Bill ID/Topic   | Location  | Summary  | Position | Recent Support/Oppose   |
|---|---|--|----------|---|
| <a href="#">AB 87</a><br><a href="#">Ting D</a><br><br>Autonomous vehicles. | 1/29/2018-S. DESK<br>1/29/2018-Read third time.<br>Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment. | 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 for a manufacturer performing testing, and for the submission and approval of an application to operate an autonomous vehicle. Existing law further requires those regulations to include any testing, equipment, and performance standards that the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, with or without the presence of a driver inside the vehicle. This bill would require the department to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan. The bill would require the law enforcement interaction plan, which instructs the law enforcement agencies on how to interact with the autonomous vehicle in emergency and traffic enforcement situations, to include, at a minimum, information on how to communicate with a remote operator of the vehicle, where in the vehicle to obtain owner information, vehicle registration, and proof of insurance, and how to recognize whether the vehicle is operating in autonomous mode. |          | <b>Floor Analysis (text 1/3/2018)</b><br><b>Support</b><br><b>Oppose</b>  |
| <a href="#">AB 91</a><br><a href="#">Cervantes D</a><br><br>High-occupancy  | 9/15/2017-S. INACTIVE FILE<br>9/15/2017-Ordered to  | 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   |          | <b>Floor Analyses (text 6/20/2017)</b><br><b>Support</b><br><b>Oppose</b> |

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|--|--|---|----------|---|
| vehicle lanes.   | inactive file at the request of Senator Roth.                            | 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 provide that these provisions apply only if the department, with the concurrence of the Riverside County Transportation Commission and the Southern California Association of Governments, determines that compliance with those provisions does not result in federal financial penalties, disqualification from future funding, or certain costs to local or regional governments. 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. |          |   |
| <a href="#">AB 161</a><br><a href="#">Levine D</a><br>Department of Finance: | 9/1/2017-S. 2<br>YEAR<br>9/1/2017-Failed<br>Deadline<br>pursuant to Rule | Existing law creates the Department of Finance and provides that the department has general powers of supervision over all matters concerning the financial and business policies of the state. This bill would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an  |          | <b>Governmental Organization (text 1/13/2017) Support</b><br>California Special Districts Association |

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Note: "Location" will provide most recent action on the legislation and current position in the legislative process. 4/12/2018  
**Bills highlighted in PURPLE have been submitted in the current month for Board consideration.**

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|---|---|----------|---|
| infrastructure investment.   | 61(a)(12). (Last location was APPR. on 6/27/2017)(May be acted upon Jan 2018)   | investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund. The bill would also state the intent of the Legislature to identify special funds to be transferred into the fund for the purposes of these provisions. By creating a new continuously appropriated fund, this bill would make an appropriation.This bill contains other existing laws.   |          | Coalition of Adequate School Housing<br>State Building and Construction Trades Council of California<br><b>Oppose</b><br>None |
| <a href="#">AB 301</a><br><a href="#">Rodriguez D</a><br>Commercial motor vehicles: examination requirements: driving skills test. | 9/1/2017-S. 2 YEAR<br>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018) | Existing law prohibits a person from operating a commercial motor vehicle unless the person has passed a written and driving test for the operation of a commercial motor vehicle that complies with specified federal standards and any other requirements imposed by the Vehicle Code. Existing law requires the Department of Motor Vehicles to implement these provisions, as specified.This bill would require the Department of Motor Vehicles to establish performance goals to decrease the wait time to obtain an appointment to take the driving skills test to operate a commercial motor vehicle. The bill would require the department to convene a stakeholder group to make recommendations to the department on meeting these performance goals. The bill would require the department to submit a report to the relevant budget and policy committees of the Legislature detailing the recommendations of the stakeholder group, the recommendations that the department has adopted, the recommendations that were not adopted with an explanation of why they were not adopted, and how the department intends to implement these recommendations. The bill would additionally | Watch    | <b>Appropriations (text 7/13/2017)</b><br><b>Support</b><br><b>Oppose</b>   |

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|   |  | require the department to submit a subsequent report to these committees describing the department's performance in implementing the recommendations it has adopted and achieving the performance goals.   |          |  |
| <a href="#">AB 306</a><br><a href="#">Gonzalez</a><br><a href="#">Fletcher</a> D<br><br>Vote by mail ballots. | 3/15/2018-S. E. & C.A.<br>3/15/2018- Referred to Com. on E. & C.A.   | Existing law requires a vote by mail voter to return his or her voted vote by mail ballot (1) by mail or in person to the elections official, (2) in person to a member of a precinct board at a polling place or vote center, or (3) to a vote by mail ballot dropoff location, as specified. Existing law permits a vote by mail voter who is unable to return his or her ballot to designate another person to return the ballot. Existing law requires that all vote by mail ballots be received before the close of the polls on election day and prohibits a ballot from being counted if not received before that time. This bill would require a person designated to return a voter's vote by mail ballot to return the ballot no later than two days after receiving it from the voter or before the close of the polls on election day, whichever time period is shorter. However, the bill would prohibit disqualifying a ballot from being counted solely because it was returned more than two days after the designated person received it from the voter, provided that the ballot is returned by the designated person before the close of polls on election day. | Watch    | <b>Floor Analysis (text 1/11/2018)</b><br><b>Support</b><br><b>Oppose</b>  |
| <a href="#">AB 344</a><br><a href="#">Melendez</a> R<br><br>Toll evasion violations.                          | 7/21/2017-S. 2 YEAR<br>7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on | Existing law prohibits a person from evading or attempting to evade the payment of tolls or other charges on any vehicular crossing or toll highway, and makes a violation of these provisions subject to civil penalties, as specified. If a vehicle is found to have evaded tolls on any toll road or toll bridge, existing law requires an issuing agency or a processing agency, within 21 days of the violation, to forward to the registered owner a notice of toll evasion violation setting forth the violation, as specified. This bill would not require a person contesting a notice of toll evasion violation or   | Watch    | <b>Transportation And Housing (text 7/3/2017)</b><br><b>Support</b><br>American Civil Liberties Union<br>Courage Campaign<br>Law Enforcement Action Partnership<br>National Center for Lesbian |

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|  | 5/10/2017)(May be acted upon Jan 2018)  | notice of delinquent toll evasion to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. The bill would authorize an administrative review to include reviews of multiple notices of toll evasion violation or notices of delinquent toll evasion of a person.This bill contains other existing laws. |          | Rights<br>Riverside Temple Beth El<br>San Francisco Public Defender<br>Teamsters<br>Western Center on Law and Poverty<br><b>Oppose</b><br>Alameda County Transportation Commission<br>Bay Area Toll Authority<br>Los Angeles County Metropolitan Transportation Authority<br>Orange County Business Council<br>Orange County Transportation Authority<br>San Bernardino County Transportation Authority<br>South Orange County Economic Coalition<br>Transportation Corridor Agencies |
| <a href="#">AB 382</a><br><a href="#">Voepel</a> R       | 7/21/2017-S. 2 YEAR<br>7/21/2017-Failed Deadline<br>pursuant to Rule 61(a)(11). (Last location was T. & | Existing law imposes an excise tax on motor vehicle fuel (gasoline). Existing law requires a portion of the moneys attributable to the excise tax on gasoline related to specified off-highway motor vehicles and off-highway vehicle activities to be transferred monthly from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund, and, commencing November 1, 2017, requires the portion of those moneys from a \$0.12 per gallon increase, and future inflation adjustments from that increase, to be  |          | <b>Floor Analysis (text 5/26/2017)</b><br><b>Support</b><br><b>Oppose</b>   |
| Fuel taxes: State Parks and Recreation Fund: Off-Highway |   |   |          |   |

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| Vehicle Trust Fund.   | H. on 6/14/2017)(May be acted upon Jan 2018)  | transferred to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, or boating programs.This bill would provide that in the 2017–18 fiscal year up to \$1,000,000 of the revenues transferred to the State Parks and Recreation Fund may be transferred to the Off-Highway Vehicle Trust Fund to be available for specified purposes and would express the intent of the Legislature to make this transfer in the Budget Act of 2017.   |          |   |
| <a href="#">AB 636</a><br><a href="#">Irwin D</a><br><br>Local streets and roads:<br>expenditure reports. | 5/10/2017-S. RLS. 6/27/2017-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on RLS. (Set for hearing ) (1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules | Existing law provides for a portion of gasoline excise tax revenues in the Highway Users Tax Account to be distributed by formula to cities based on their population and to counties based on their number of registered vehicles and maintained miles of county roads. Existing law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30.This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.This bill contains other related provisions and other existing laws. |          | <b>Appropriations (text 3/28/2017)<br/>Support<br/>Oppose</b> |

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|  | committee.)   |   |          |  |
| <a href="#">AB 697</a><br><a href="#">Fong R</a><br><br>Tolls: exemption for privately owned emergency ambulances. | 9/16/2017-S. INACTIVE FILE<br>9/16/2017-Ordered to inactive file at the request of Senator McGuire. | Existing law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Existing law provides procedures for an operator of a toll facility and a public agency to resolve certain disputes relating to the nonpayment of tolls. Existing law allows for agreements between the owner or operator of a toll facility and a local emergency service provider that establish terms for the use of the toll facility by the emergency service provider. Existing law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol. The bill would also make technical changes to these provisions. |          | <b>Floor Analyses (text 6/12/2017)</b><br><b>Support</b><br><b>Oppose</b>  |
| <a href="#">AB 709</a><br><a href="#">McCarty D</a><br><br>Sacramento Regional Transit District.                   | 3/15/2018-S. T. & H.<br>3/15/2018-Re-referred to Coms. on T. & H. and GOV. & F.                     | Existing law provides for the creation of the Sacramento Regional Transit District, with specified powers and duties relative to the provision of public transit services. Existing law describes the authorized boundaries of the district. Existing law provides for the district to be governed by a board of directors and provides for a weighted voting procedure. Existing law provides that the district may levy various taxes subject to voter approval. Existing law authorizes the district to provide for a retirement system for  |          | <b>Business, Professions And Economic Development (text 6/13/2017)</b><br><b>Support</b><br>American Cancer Society/Cancer Action Network (co-sponsor)<br>American Heart Association / American Stroke Association (cosponsor) |

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|               |          | <p>its employees. Existing law authorizes the board of directors of the district to adopt a retail transactions and use tax ordinance, subject to the approval of 2/3 of the electors at a special election. Existing law requires the Sacramento Regional Transit District’s retail transactions and use tax ordinance to provide for rates of 1/4 or 1/2 of 1%. This bill would revise and recast these and other related provisions. The bill would modify the description of the authorized boundaries of the district and provide that the district is a rapid transit district, as defined. The bill would specify that certain property and facilities used by the district are transit works and facilities, and constitute public works for the purposes of the Public Contract Code. The bill would modify the definition of quorum as applied to meetings of the board. The bill would authorize the district to publish ordinances on its Internet Web site as an alternative to newspaper publication. The bill would authorize the board secretary to be a district employee appointed by the board. The bill would authorize a public agency to contract with the district to provide transit facilities and services for the public agency. The bill would provide that laws, or rules or regulations, of this state inconsistent with the laws, or rules and regulations, of the United States, shall not apply to the acquisition, construction, maintenance, or operation of transit facilities funded by the United States, to the extent of the inconsistency, if that inconsistency may result in a loss of federal funding. The bill would modify the district’s powers to impose property taxes to apply to all or any part of the district, and that the taxes would apply to an entity within the boundaries of the district as long as the entity remains a participating entity of the district. The bill would modify the district’s powers to impose a retail transactions and use tax by ordinance in increments of 1/8 of 1% or a multiple thereof.</p> |          | <p>American Lung Association (sponsor)<br/>Health Access<br/><b>Oppose</b><br/>CalAsian Chamber of Commerce<br/>California Black Chamber of Commerce<br/>California Chamber of Commerce<br/>California Distributors Association<br/>California Grocers Association<br/>California Independent Oil Marketers Association (CIOMA)<br/>California Licensed Beverage Association<br/>California Manufacturers and Technology Association<br/>California Retailers Association<br/>Californians for Tobacco Harm Reduction<br/>Capitol Convenience Services<br/>National Federation of Independent Business<br/>Retailers and Store Owners United to Rebuild California’s Economy</p> |

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|--|---|---|----------|---|
|  |   | The bill would authorize members of the board and district employees to sit on the district's retirement system board. The bill would make other related changes.   |          |   |
| <a href="#">AB 943</a><br><a href="#">Santiago D</a><br><br>Land use regulations: local initiatives: voter approval. | 9/1/2017-S. 2 YEAR<br>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2017)(May be acted upon Jan 2018) | The Planning and Zoning Law, among other things, authorizes the legislative body of any county or city to adopt ordinances to regulate land use. Existing law also establishes procedures by which city or county ordinances may be enacted or amended by initiative, including requiring that an ordinance proposed by the voters of the city or county be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance or an amendment of an ordinance that would reduce density or stop development or construction of any parcels located less than one mile from a major transit stop, as defined, within a city, county, or city and county that is proposed by the voters of the city, county, or city and county in accordance with specified law, would require that the proposed ordinance or amendment of an ordinance receive 55% of the votes cast on the ordinance in order to become effective. The bill would exclude from this requirement the proposal and submission to the voters of an ordinance or amendment of an ordinance by the legislative body of the city, county, or city and county and the adoption or amendment of a city, county, or city and county charter, and would exclude ordinances that apply to or implement amendments to a city or county general plan pertaining to certain lands specified in that general plan. The bill would also exclude ordinances that apply primarily to lands located outside an established city urban restriction boundary or ordinances that revise or continue previously established city urban restriction boundaries. This bill contains other related provisions and other existing laws. |          | <b>Appropriations (text 7/19/2017)<br/>Support<br/>Oppose</b> |
| <a href="#">AB 1160</a>  | 7/21/2017-S. 2  | Existing law authorizes the operation of an autonomous vehicle on public  |          | <b>Communications And</b>                                     |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary   | Position | Recent Support/Oppose  |
|---|---|---|----------|--|
| <a href="#">Bonta D</a><br>Autonomous vehicles.   | YEAR<br>7/21/2017-Failed<br>Deadline<br>pursuant to Rule<br>61(a)(11). (Last<br>location was T. &<br>H. on<br>6/8/2017)(May<br>be acted upon<br>Jan 2018) | 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 met. Existing law defines an autonomous vehicle as any vehicle equipped with autonomous technology that has been integrated into that vehicle. This bill would change the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation, as defined.   |          | <b>Conveyance (text 4/17/2017)</b><br><b>Support</b><br>Consumers for Auto Reliability and Safety<br><b>Oppose</b><br>None |
| <a href="#">AB 1205</a><br><a href="#">Jones-Sawyer D</a><br>Los Angeles County Metropolitan Transportation Authority: contracting. | 3/15/2018-S. T. &<br>H.<br>3/15/2018-Re-<br>referred to Com.<br>on T. & H.  | Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law authorizes LACMTA to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified small business enterprises, as long as price quotations are obtained by LACMTA from 3 or more small business enterprises, and requires LACMTA to report to the Legislature by December 31, 2017, regarding any contracts awarded in this regard. This bill would instead authorize LACMTA to award contracts in this manner as long as it solicits rather than obtains price quotations from 3 or more small business enterprises. The bill would delete the requirement that LACMTA report to the Legislature regarding contracts awarded to small business enterprises in this regard. This bill contains other related provisions. |          | <b>Floor Analyses (text 2/17/2017)</b><br><b>Support</b><br><b>Oppose</b>  |
| <a href="#">AB 1395</a><br><a href="#">Chu D</a>  | 1/29/2018-<br>S. DESK<br>1/29/2018-Read   | Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property, and sets forth the powers and duties of the department with respect to the   |          | <b>Floor Analysis (text 1/22/2018)</b><br><b>Support</b><br><b>Oppose</b>  |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary   | Position | Recent Support/Oppose |
|--|--|---|----------|-----------------------|
| State highways:<br>Department of<br>Transportation:<br>litter cleanup and<br>abatement:<br>report. | third time.<br>Passed. Ordered<br>to the Senate. In<br>Senate. Read first<br>time. To Com. on<br>RLS. for<br>assignment. | operation, maintenance, and improvement of state highways. This bill would require the department, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by the department to have the highest incidences of litter and to reallocate existing litter cleanup resources as necessary in order to implement this priority. The bill would also require the department, on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings. The bill would require the department to consult with interested stakeholders that may include city and county officials in the development of the report. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary  | Position | Recent Support/Oppose  |
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| <a href="#">AB 1405</a><br><a href="#">Mullin D</a><br>Advanced Digital Network Act. | 2/14/2018-S. T. & H.<br>2/26/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on T. & H. | Existing law, the Outdoor Advertising Act, provides for the regulation by the Department of Transportation of advertising displays, as defined, within view of public highways. This bill would enact the Advanced Digital Network Act. The bill would authorize the department, subject to federal approval, to enter into a specified comprehensive development lease agreement pursuant to a best value competitive procurement process for a project with a public or private entity, or a consortia thereof, to install and operate a network of new digital signs within the rights-of-way of the state highway system that would display commercial advertising and public service messages. The bill would authorize the use of the digital signs for emergency messages, as needed, and require dedicated time to be provided to the department to use the advanced digital network for traveler information and motorist safety and awareness campaigns and any other public messaging desired by the state, without providing additional compensation to the contracting entity. This bill contains other related provisions. |          | <b>Appropriations (text 9/1/2017)</b><br><b>Support</b><br><b>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 1421</a><br><a href="#">Dababneh</a> D<br><br>Railroads: noise and vibration levels.   | 6/8/2017-S. RLS.<br>6/8/2017- Referred to Com. on RLS. (Set for hearing )<br>(1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.) | Existing law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.  |          | <b>Floor Analysis (text 3/22/2017)</b><br><b>Support</b><br><b>Oppose</b>   |
| <a href="#">AB 1721</a><br>Committee on Revenue and Taxation<br><br>Los Angeles County Metropolitan Transportation Authority: transactions and use tax. | 6/1/2017-S. RLS.<br>6/1/2017- Referred to Com. on RLS. (Set for hearing )<br>(1/23/2018 - Immune to Deadlines according to JR61(f). Deadlines do not apply to bills in a Rules committee.) | Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose an additional transportation transactions and use tax at a maximum rate of 0.5% as long as a specified existing 0.5% transactions and use tax is in effect, and at a maximum rate of 1% thereafter, as specified, for a period of time determined by the MTA, if certain conditions exist and subject to various requirements, including the adoption of an expenditure plan and voter approval, as specified.This bill would correct an erroneous cross-reference in these provisions.This bill contains other existing laws. | Support  | <b>Revenue And Taxation (text 3/16/2017)</b><br><b>Support</b><br>Los Angeles County Metropolitan Transportation Authority<br><b>Oppose</b><br>None |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary   | Position | Recent Support/Oppose |
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| <a href="#">AB 1756</a><br><a href="#">Brough R</a><br><br>Transportation funding. | 1/16/2018-<br>A. TRANS.<br>1/16/2018-<br>Referred to Com.<br>on TRANS. | Existing law, the Road Repair and Accountability Act of 2017, establishes a comprehensive transportation funding program by increasing the motor vehicle fuel (gasoline) tax by \$0.12 per gallon with an inflation adjustment, increasing the diesel excise tax by \$0.20 per gallon with an inflation adjustment, creating a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, creating a new \$100 annual vehicle registration fee applicable only to zero-emission vehicles model year 2020 and later and with an inflation adjustment, and increasing the additional sales and use tax rate on diesel fuel by an additional 4%. The act provides that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, the zero-emission vehicle registration fee takes effect on July 1, 2020, and the additional sales and use tax rate increases take effect on November 1, 2017. The act provides for the expenditure of the revenues generated from these charges pursuant to specified to programs and other requirements. This bill would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location   | Summary   | Position | Recent Support/Oppose |
|---|--|---|----------|-----------------------|
| <a href="#">AB 1759</a><br><a href="#">McCarty D</a><br><br>General plans:<br>housing element:<br>production<br>report:<br>withholding of<br>transportation<br>funds. | 2/12/2018-<br>A. TRANS.<br>2/12/2018-<br>Referred to<br>Coms. on TRANS.<br>and H. & C.D. | 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 Planning and Zoning Law requires a planning agency, after a legislative body has adopted all or part of a general plan, to provide an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development on the status of the general plan and progress in meeting the community's share of regional housing needs. Existing law requires a planning agency to include in its annual report specified information, known as a production report, regarding units of net new housing, including rental housing and for-sale housing that have been issued a completed entitlement, building permit, or certificate of occupancy. This bill would require the department, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions described above to determine whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller. This bill contains other related provisions and other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 1798</a><br><a href="#">Chu D</a><br><br>Schoolbuses:<br>passenger<br>restraint systems. | 3/19/2018-A. ED.<br>3/20/2018-From<br>committee: Do<br>pass and re-refer<br>to Com. on ED.<br>(Ayes 13. Noes 0.)<br>(March 19). Re-<br>referred to Com.<br>on ED. | Existing law requires that schoolbuses manufactured on or after July 1, 2004, or July 1, 2005, depending on vehicle capacity and weight, and purchased or leased for use in California be equipped with a passenger restraint system, as specified, at all designated seating positions, unless specifically prohibited by the National Highway Traffic Safety Administration. Existing law makes a violation of these requirements a crime. This bill would require that, on or before July 1, 2035, all schoolbuses in use in California be equipped with a passenger restraint system, as defined. Because a violation of the bill's requirements would be a crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. |          | <b>Transportation (text 3/14/2018)</b><br><b>Support</b><br>County Health Executives<br>Association of California<br><b>Oppose</b><br>School Transportation Coalition |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary   | Position | Recent Support/Oppose |
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| <a href="#">AB 1804</a><br><a href="#">Berman D</a><br><br>California<br>Environmental<br>Quality Act:<br>categorical<br>exemption: infill<br>development. | 1/22/2018-<br>A. NAT. RES.<br>1/22/2018-<br>Referred to Com.<br>on NAT. RES. | (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. CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Existing guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits.This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. The bill also would require the office to recommend proposed regulatory amendments for the implementation of these provisions and would require the secretary to certify and adopt the changes on or before January 1, 2020.This bill contains other related provisions and other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose |
|--|--|--|----------|-----------------------|
| <a href="#">AB 1866</a><br><a href="#">Fong R</a><br><br>Transportation funding. | 1/29/2018-<br>A. TRANS.<br>1/29/2018-<br>Referred to Com.<br>on TRANS. | (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 Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues. This bill contains other related provisions and other existing laws. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose |
|--|--|--|----------|-----------------------|
| <a href="#">AB 1901</a><br><a href="#">Obernoite</a> R<br><br>California Environmental Quality Act: exemption: roadway projects. | 2/5/2018-A. NAT. RES.<br>2/5/2018- Referred to Coms. on NAT. RES. and TRANS. | 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 would extend the above exemption indefinitely. This bill contains other existing laws.   |          |                       |
| <a href="#">AB 1905</a><br><a href="#">Grayson</a> D<br><br>Environmental quality: judicial review: transportation projects.     | 2/5/2018-A. NAT. RES.<br>3/13/2018-Re-referred to Com. on NAT. RES.          | The California Environmental Quality Act requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. The act establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to the act. This bill would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary   | Position | Recent Support/Oppose |
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| <a href="#">AB 1945</a><br><a href="#">Garcia,</a><br><a href="#">Eduardo</a> D<br>California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan. | 3/15/2018-<br>A. NAT. RES.<br>3/19/2018-Re-referred to Com.<br>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 authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the state board to work with state agencies administering grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to add specified cobenefits, to give specified communities preferential points during grant application scoring, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications. This bill contains other related provisions. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location   | Summary  | Position | Recent Support/Oppose   |
|---|--|--|----------|---|
| <a href="#">AB 1947</a><br><a href="#">Low D</a><br><br>Petitions:<br>compensation for<br>signatures. | 3/21/2018-<br>A. APPR.<br>3/21/2018-From<br>committee: Do<br>pass and re-refer<br>to Com. on APPR.<br>(Ayes 5. Noes 1.)<br>(March 21). Re-<br>referred to Com.<br>on APPR. | Under existing law, a person who is 18 years of age or older may circulate an initiative, referendum, or recall petition. This bill would provide that it is a misdemeanor for a person to pay or to receive money or any other thing of value based on the number of signatures obtained on a state or local initiative, referendum, or recall petition and would prescribe penalties for this crime. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. |          | <b>Elections And<br/>Redistricting (text 1/29/2018)</b><br><b>Support</b><br>California Professional<br>Firefighters<br><b>Oppose</b><br>California Chamber of Commerce<br>Howard Jarvis Taxpayers<br>Association<br>Murrieta Chamber of Commerce<br>Southwest California Legislative<br>Council<br>Wildomar Chamber of<br>Commerce |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location   | Summary  | Position | Recent Support/Oppose |
|---|--|--|----------|-----------------------|
| <a href="#">AB 1969</a><br><a href="#">Salas D</a><br><br>Transportation funds: transit operators: fare revenues. | 3/19/2018-<br>A. TRANS.<br>3/20/2018-Re-referred to Com. on TRANS. | Existing law provides various sources of funding to public transit operators. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, certain revenues are available, among other things, for allocation by the transportation planning agency to transit operators, subject to certain financial requirements for an operator to meet in order to be eligible to receive the moneys. Existing law sets forth alternative ways an operator may qualify for funding, including a standard under which the allocated moneys do not exceed 50% of the operator's total operating costs, as specified, or the maintenance by the operator of a specified ratio of fare revenues to operating costs. Existing law generally establishes the required fare revenues to operating cost ratio as 20% in urbanized areas and 10% in nonurbanized areas. This bill would authorize an operator that fails to maintain the generally established ratio described above to request an exemption from the California Transportation Commission, and would require the operator to be granted a temporary exemption while the commission reviews the request. The bill would authorize the commission to grant the operator's request and allow the operator to instead maintain a lower ratio, which would be set by the commission. The bill would require the commission to consider specified factors in determining whether to grant the exemption request. The bill would authorize an operator granted a temporary exemption, or an exemption from the commission, to receive the revenues it would have qualified for had it maintained the ratio described above. This bill contains other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|---|--|----------|-----------------------|
| <a href="#">AB 1970</a><br><a href="#">Garcia,</a><br><a href="#">Eduardo</a> D<br>Low-carbon fuels. | 3/15/2018-<br>A. NAT. RES.<br>3/19/2018-Re-<br>referred to Com.<br>on NAT. RES. | Existing law requires the State Air Resources Board to approve and implement a comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by 40% below 2013 levels by 2030. Existing law requires the state board, in consultation with the Department of Food and Agriculture, to adopt regulations to reduce methane emissions from livestock manure management operations and dairy manure management operations, as specified. Existing law requires the state board, the Public Utilities Commission, and the State Energy Resources Conservation and Development Commission to undertake various actions related to reducing short-lived climate pollutants in the state. Existing law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to achieve specified targets for reducing organic waste in landfills. This bill would require the state board, the State Energy Resources Conservation and Development Commission, the Department of Resources Recycling and Recovery, and the Department of Food and Agriculture to allocate an unspecified percentage of moneys for fuels and methane mitigation appropriated by the Legislature to those agencies for the development of innovative low-carbon fuels. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose  |
|--|---|---|----------|--|
| <a href="#">AB 2034</a><br><a href="#">Kalra D</a><br><br>Human trafficking: notice. | 3/20/2018-<br>A. APPR.<br>3/20/2018-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 10. Noes 0.) (March 20). Re-referred to Com. on APPR. | Existing law requires specified businesses and other establishments, including, among others, airports, intercity passenger rail or light rail stations, bus stations, and truck stops, to post a notice, as developed by the Department of Justice, that contains information relating to slavery and human trafficking, including information regarding specified nonprofit organizations that a person can call for services or support in the elimination of slavery and human trafficking. Existing law makes a business or establishment that fails to comply with the requirements of these provisions liable for a civil penalty of \$500 for a first offense, and \$1,000 for each subsequent offense. This bill would require a business or other establishment that operates an intercity passenger rail, light rail, or bus station, on or before January 1, 2020, to train its new and existing employees who are likely to interact with, or to come into contact with, a victim of human trafficking or who are likely to receive a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified. The bill would require the Department of Justice, on or before July 1, 2019, in consultation with community-based anti-human trafficking organizations, to develop guidelines to assist employers in providing the employee training. The bill would also require the department to make the guidelines publicly available on its Internet Web site and to distribute copies of the guidelines to the employers described above upon request. |          | <b>Judiciary (text 2/6/2018)</b><br><b>Support</b><br>1 Individual<br>American Academy of Pediatrics, California District<br>Asian Americans for Community Involvement<br>Bay Area Anti Trafficking Coalition<br>Beth Am Women of<br>Congregation Beth Am in Los Altos<br>California Catholic Conference<br>Day Worker Center of Mountain View<br>Justice at Work Law Group, LLP<br>Justice in Motion<br>Katharine & George Alexander Community Law Center at Santa Clara University School of Law (sponsor)<br>Santa Clara County Wage Theft Coalition<br>Santa Clara Valley Transportation Authority<br>Tahirih Justice Center<br>The Episcopal Chaplaincy at San Jose State University<br><b>Oppose</b><br>None |

**Los Angeles County Metropolitan Transportation Authority (Metro)**  
**State and Federal Legislative Matrix**  
**APRIL 2018**  
**Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose  |
|--|---|---|----------|--|
| <a href="#">AB 2061</a><br><a href="#">Frazier D</a><br><br>Near-zero-emission and zero-emission vehicles. | 3/19/2018-A. APPR.<br>3/20/2018-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 0.) (March 19). Re-referred to Com. on APPR. | Existing law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. This bill would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel fueling and propulsion system. |          | <b>Transportation (text 3/5/2018)</b><br><b>Support</b><br>Aces Waste Services Inc.<br>Alameda County Industries<br>Athens Services<br>Atlas Disposal Industries<br>Autocar Trucks<br>Bay Counties SMaRT Station<br>Black Bear Environmental Assets<br>BLT Enterprises<br>Blue Line Transfer, Inc.<br>Burrtec Waste Industries, Inc.<br>California Natural Gas Vehicle Coalition (sponsor)<br>California Refuse Recycling Council<br>California Trucking Association<br>CALSTART (sponsor)<br>City of Los Angeles Department of Transportation<br>Clean Energy<br>Clippercreek<br>Coalition for Clean Air<br>Cummins Westport Inc.<br>Desert Valley Disposal, Inc.<br>DVO Inc.<br>E-W Truck & Equipment<br>East Bay Sanitary Co., Inc.<br>EDCO<br>Efficient Drivetrains, Inc.<br>Escondido Disposal, Inc.<br>evLABs<br>Facility Builders & Erectors Inc.<br>Fremont Recycling & Transfer Station Support<br>Garaventa Enterprises<br>Garden City Sanitation Inc.<br>Hyllion Inc.<br>Inland Empire Disposal Association (IEDA)<br>Kern Refuse disposal Inc.<br>Livermore Sanitation<br>Los Angeles County Waste Management Association<br>Marin Sanitary Service<br>Mid Valley Disposal<br>Mission Trail Waste Systems<br>Mt. Diablo Resource Recovery<br>Napa City and County Waste Services<br>Northern Recycling Operations & Waste Services, LLC<br>Palm Springs Disposal Services<br>Peninsula Sanitary Service, Inc.<br>Ramona Disposal Service<br>Recology<br>San Diego County Disposal Association (co-sponsor)<br>San Diego Gas and Electric<br>Solid Waste Association of Orange County<br>South Lake Refuse & Recycling<br>South San Francisco Scavenger Company<br>Southern California Edison<br>Southern California Gas Company<br>Specialty Solid Waste & Recycling<br>Tesla<br>Thor Trucks<br>Turlock Scavenger, Recycling, Transfer<br>Upper Valley Disposal & Recycling<br>Varner Bros, Inc. (Bakersfield) |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary  | Position | Recent Support/Oppose |
|---|---|--|----------|-----------------------|
| <a href="#">AB 2148</a><br><a href="#">Chávez R</a><br><br>Public Utilities Commission: decisions: public review and comment. | 2/26/2018-A. U. & E.<br>2/26/2018-<br>Referred to Com. on U. & E. | Under existing law, the Public Utilities Commission has regulatory authority over public utilities and can establish its own procedures, subject to the statutory restrictions and constitutional requirements of due process. Existing law requires that certain decisions, including resolutions, be served on parties and subject to at least 30 days' public review and comment prior to being voted on. Under existing law, the 30-day period may be reduced or waived in an unforeseen emergency situation, upon the stipulation of all parties in the proceeding, for an uncontested matter in which the decision grants the relief requested, or for an order seeking temporary injunctive relief. This bill would instead subject those decisions to at least 45 days of public review and comment and would authorize the reduction or waiving of that period under the same conditions. | Watch    |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|---|--|---|----------|-----------------------|
| <a href="#">AB 2154</a><br><a href="#">Bonta D</a><br><br>Public employment:<br>labor relations:<br>release time. | 2/26/2018-<br>A. P.E.,R. & S.S.<br>2/26/2018-<br>Referred to Com.<br>on P.E., R., & S.S. | <p>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 other requirements relating to labor relations that are applicable to specified transit agencies. These acts grant specified public employees the right to form, join, and participate in the activities of employee organizations of their choosing and requires 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. These acts generally require the public entities in this context to grant employee representatives of recognized employee organizations reasonable time off without loss of compensation or benefits for certain purposes in connection with labor relations, commonly referred to as release time. This bill would prescribe requirements relating to release time that would apply to all of the public employers and employees subject to the acts described above and would generally repeal the provisions relating to release time in those acts. The bill would require these public employers to grant a reasonable number of employee representatives of the exclusive representative reasonable time off without loss of compensation or other benefits for specified activities. This requirement would apply to activities to investigate and process grievances; to formally meet and confer with the public employer on matters within the scope of representation; to testify or appear as the designated representative of the exclusive representative in conferences, hearings, or other proceedings before the Public Employment Relations Board, as specified; to testify or appear as the designated representative of the exclusive representative before the governing body of the public employer, or a personnel, civil service, or merit commission, among others, and to serve as representative of the exclusive representative for</p> |          |                       |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary   | Position | Recent Support/Oppose |
|--|--|---|----------|-----------------------|
| <a href="#">AB 2155</a><br><a href="#">Mullin D</a><br><br>Political Reform Act of 1974: campaign disclosures. | 3/19/2018-A. E. & R.<br><br>3/21/2018-Re-referred to Com. on E. & R. | <p>The Political Reform Act of 1974, provides for the comprehensive regulation of campaign financing and activities. The act requires the names of specified candidates and committees to be disclosed in a mass electronic mailing, as defined, that the entity sends. The act also requires advertisements, as defined, to disclose, among other things, the advertisement’s funding source, including independent expenditures, and the names of the top contributors to the committee paying for the advertisement. The act further requires that an advertisement supporting or opposing a candidate that is paid for by an independent expenditure include a statement that it was not authorized by a candidate or a committee controlled by a candidate. This bill would apply those disclosure requirements to a mass electronic mailing sent by a committee, other than a candidate controlled committee established for an elective office for the controlling candidate or a political party committee. The disclosure requirements would apply to a mass electronic mailing paid for by an independent expenditure. Because a violation of the act is punishable as a misdemeanor, 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 no reimbursement is required by this act for a specified reason. The Political Reform Act of 1974, an initiative measure, provides that the Legislature may amend the act to further the act’s purposes upon a 2/3 vote of each house of the Legislature and compliance with specified procedural requirements. This bill would declare that it furthers the purposes of the act.</p> | Watch    |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2272</a><br><a href="#">Mayes</a> R<br><br>State highways: relinquishment.                   | 3/15/2018-<br>A. TRANS.<br>3/19/2018-Re-<br>referred to Com.<br>on TRANS.                     | Existing law provides that the Department of Transportation has full possession and control of all state highways. Existing law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Existing law authorizes the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would authorize the commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits or sphere of influence, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment. |          |                       |
| <a href="#">AB 2304</a><br><a href="#">Holden</a> D<br><br>Transit pass programs: status report.            | 3/1/2018-<br>A. TRANS.<br>3/19/2018-In<br>committee:<br>Hearing<br>postponed by<br>committee. | 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 require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.   |          |                       |
| <a href="#">AB 2307</a><br><a href="#">Frazier</a> D<br><br>High-Speed Rail Authority: Senate confirmation. | 3/15/2018-<br>A. TRANS.<br>3/19/2018-Re-<br>referred to Com.<br>on TRANS.                     | Existing law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.  |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose |
|--|---|---|----------|-----------------------|
| <a href="#">AB 2378</a><br><a href="#">Salas D</a><br><br>Greenhouse Gas Reduction Fund: report. | 3/15/2018-<br>A. NAT. RES.<br>3/19/2018-Re-<br>referred to Com.<br>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 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. Existing law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys from the fund. This bill would require the state board, in consultation with the State Department of Public Health, to submit a specified report, no later than January 1, 2020, to the Joint Legislative Budget Committee quantifying for each program that has received moneys from the Greenhouse Gas Reduction Fund the public health impacts of each of those programs. | Watch    |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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APRIL 2018  
Metro Government Relations**

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|--|---|--|--|-----------------------|
| <a href="#">AB 2417</a><br><a href="#">Rodriguez D</a><br><br>Metro Gold Line Foothill Extension Construction Authority.           | 3/8/2018-A. L. GOV.<br>3/8/2018-<br>Referred to Com. on L. GOV.   | (1)Existing law creates the Metro Gold Line Foothill Extension Construction Authority, governed by a board of 5 voting members and 3 nonvoting members, appointed as specified, for purposes relating to the development of a light rail project extending from the City of Los Angeles to the Cities of Pasadena and Montclair, and authorizes the authority to accept grants, fees, and allocations from federal, state, local agencies, and private entities, and to accept transfers of funds from federal, state, and local agencies.This bill would increase to 6 the voting members of the board by adding one voting member appointed by the City of Montclair. Because this bill would require a local authority to assume additional responsibilities, it would create a state-mandated local program.This bill contains other related provisions and other existing laws. | Staff<br>Recommended<br>position:<br>OPPOSE<br>UNLESS<br>AMENDED<br>April 2018 |                       |
| <a href="#">AB 2433</a><br><a href="#">Salas D</a><br><br>Department of Transportation: voluntary inspection and testing services. | 3/5/2018-<br>A. TRANS.<br>3/5/2018-<br>Referred to Com. on TRANS. | Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. This bill would authorize the department to establish a subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to voluntary inspection and testing services.   |  |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2473</a><br><a href="#">Bonta D</a><br><br>State Highway Route 185: relinquishment: City of San Leandro. | 3/22/2018-<br>A. TRANS.<br>3/22/2018-<br>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 establishes the State Highway System and designates state highway routes from Route 1 to Route 905, unless otherwise specified by name, and authorizes the California Transportation Commission to relinquish all or a portion of designated state highway routes to specified local agencies if certain conditions are met. Portions of state highways that have been relinquished are not state highways and become ineligible for future adoption as a part of the State Highway System. Existing law authorizes the commission to relinquish all or a portion of Route 185 in the City of Hayward to that city, as specified, and to relinquish all or a portion of Route 185 in the County of Alameda to that county, as specified. This bill would additionally authorize the commission to relinquish all or a portion of Route 185 in the City of San Leandro to that city, as specified.   |          |                       |
| <a href="#">AB 2492</a><br><a href="#">Salas D</a><br><br>Medium duty vehicles: pilot program.                          | 3/15/2018-<br>A. TRANS.<br>3/19/2018-Re-referred to Com. on TRANS.  | Existing law requires the State Air Resources Board, in consultation with the Bureau of Automotive Repair, to adopt a program that allows for the voluntary retirement of passenger vehicles and light duty and medium duty trucks that are high polluters. Existing establishes the Clean Cars 4 All Program, administered by the state board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option, as specified. This bill would require the state board to adopt a pilot program to provide grants for emissions repairs and testing for class 3 medium-duty trucks, as specified, to be administered by air pollution control and air quality management districts designated as federal extreme nonattainment, as specified. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary   | Position | Recent Support/Oppose |
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| <a href="#">AB 2530</a><br><a href="#">Melendez R</a><br><br>Bonds:<br>transportation. | 3/5/2018-<br>A. TRANS.<br>3/5/2018-<br>Referred to Com.<br>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. Existing law, 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, general election, provides for the issuance of \$9 billion in general obligation bonds for high-speed rail purposes and \$950 million for other related rail purposes. 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 provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of other bonds subsequently issued and sold under the high-speed rail portion of the bond act to be made available, upon appropriation, to fund projects for funding school buses for public school children. The bill would make no changes to the authorization under the bond act for issuance of \$950 million for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide general election. This bill contains other related provisions. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|---|---|----------|--|
| <a href="#">AB 2535</a><br><a href="#">Obernolte</a> R<br><br>High-occupancy toll lanes: notice of toll evasion violation. | 3/5/2018-<br>A. TRANS.<br>3/20/2018-Re-referred to Com. on TRANS. | Existing law requires an issuing agency or a processing agency to forward a notice of toll evasion violation to the registered owner of a vehicle that is found, by automated devices, visual observation, or otherwise, to have evaded tolls on a toll road or toll bridge within 21 days of the violation, except as specified. Existing law requires the notice of toll evasion violation to set forth the violation, including reference to the code section violated, the approximate time thereof, and the location where the violation occurred. Existing law also requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane. Because this bill would require an issuing agency or a processing agency to include additional materials in the notice, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws. |          | <b>Transportation (text 3/19/2018)</b><br><b>Support</b><br>Teamsters<br><b>Oppose</b><br>None |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|---|--|---|----------|---|
| <a href="#">AB 2543</a><br><a href="#">Eggman</a> D<br><br>State agencies: infrastructure project budget and schedule: Internet Web site information.   | 3/21/2018-<br>A. APPR.<br>3/21/2018-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (March 21). Re-referred to Com. on APPR. | Existing law, on order of the Governor, requires the head of each state agency to make a report to the Governor giving an account of all matters pertaining to the agency during the period specified by the Governor. This bill would require each state agency or department authorized to undertake any infrastructure project costing \$100,000,000 or more to publicly post on its Internet Web site any change in the cost or schedule of the project that would result in the project exceeding its established budget by 10 percent or more or being delayed by 12 months or longer. The bill would require that the posted information describe how much the project is expected to exceed its established budget or delay its construction schedule.  |          | <b>Accountability And Administrative Review (text 3/13/2018)</b><br><b>Support</b><br>None<br><b>Oppose</b><br>None |
| <a href="#">AB 2548</a><br><a href="#">Friedman</a> D<br><br>Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District. | 3/5/2018-<br>A. TRANS.<br>3/5/2018-<br>Referred to Com. on TRANS.  | Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. 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, which incorporates a specified portion of the jurisdiction of the authority. This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance. | Sponsor  |   |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose |
|--|--|--|----------|-----------------------|
| <a href="#">AB 2553</a><br><a href="#">Friedman D</a><br>Vertical housing districts. | 3/22/2018-A. H. & C.D.<br>3/22/2018- Referred to Coms. on H. & C.D. and L. GOV. From committee chair, with author's amendments: Amend, and re-refer to Com. on H. & C.D. 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, including, but not limited to, the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase. This bill would authorize an affected taxing entity or entities, as defined, to form a vertical housing district to finance the development of vertical housing zone projects. The bill would authorize the public financing authority of the district to establish a vertical housing zone or zones within the district. The bill would authorize the district to receive incremental property tax revenues from the affected taxing entities and would authorize the public financing authority of the district to provide those funds, pursuant to specified agreements, to vertical housing zone projects that meet specified requirements for a period of 15 or 20 years following completion of the project. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose |
|--|---|---|----------|-----------------------|
| <a href="#">AB 2578</a><br><a href="#">Chiu D</a><br><br>Infrastructure financing districts: City and County of San Francisco. | 3/22/2018-A. L. GOV.<br>3/22/2018- Referred to Com. on L. GOV. 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 City and County of San Francisco to create infrastructure financing districts, including districts that include specified waterfront property, adopt infrastructure financing plans for those districts, and issue bonds financed by projected increases in ad valorem property taxes to fund certain public facilities, pursuant to a specified procedure. Existing law specifies the types of projects a waterfront district may finance. This bill would revise those provisions by, among other things, expanding the authorization for the creation of waterfront districts by the City and County of San Francisco to include a shoreline protection district, as defined, subject to a shoreline protection enhanced financing plan, as provided. The bill would also expand the types of projects a waterfront district may finance, as specified. The bill would require the proposed infrastructure financing plan for a shoreline protection district to be mailed to, among others, the Director of Finance and the Secretary of the Natural Resources Agency. This bill contains other related provisions and other existing laws. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2603</a><br><a href="#">Cunningham</a> R<br><br>Private security services: private patrol operators. | 3/15/2018-<br>A. B.&P.<br>3/19/2018-Re-referred to Com.<br>on B. & P. | Existing law, the Private Security Services Act, provides for the licensing and regulation of private patrol operators by the Bureau of Security and Investigative Services in the Department of Consumer Affairs. The act requires a person registered pursuant to these provisions to complete a course of training in security officer skills that is administered, tested, and certified by any licensed private patrol operator, or by any organization or school approved by the department. The act authorizes the department to approve any person or school to teach the course. This bill, instead, would authorize the department to approve any school to teach the course and would eliminate the authorization of an organization to administer, test, and certify that required training. This bill contains other related provisions and other existing laws. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2615</a><br><a href="#">Carrillo D</a><br><br>State highway system: parks and recreation: accessibility for bicycles and pedestrians. | 3/8/2018-<br>A. TRANS.<br>3/22/2018-Re-referred to Com. on TRANS. | Existing law provides that the Department of Transportation has full possession and control of all state highways and all property and rights in property acquired for state highway purposes, including any portion of a state highway within a state park. Existing law also authorizes the department and any county having a park commission to enter into and carry out cooperative agreements for the grading, development, planting and maintenance of roadside areas, including a roadside park, along any state highway and within the right of way of that state highway. Existing law also authorizes the department to enter into any agreement with the United States or any federal department or agency when the construction of any federal facility or any feature of that facility requires construction, relocation, or other change in any state highway or bridge. This bill would, to the extent possible, and where feasible, require the department to partner with appropriate public agencies, including, but not limited to, the Department of Parks and Recreation, any federal department or agency, and any regional or local public entity, to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to federal, state, regional, and local parks adjacent to or connected to the state highway system. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|---|---|---|----------|-----------------------|
| <a href="#">AB 2629</a><br><a href="#">Eggman D</a><br><br>Department of Transportation:<br>airspace under state highways:<br>leases. | 3/19/2018-<br>A. TRANS.<br>3/20/2018-Re-<br>referred to Com.<br>on TRANS. | (1)Existing law establishes the Department of Transportation and provides that the department has full possession and control of all state highways and all associated property. Existing law authorizes the department to provide information regarding, and to lease, airspace under the interchange of Route 4 and Route 5 in San Joaquin County and on the northeast corner of Route 101 and De La Vina Street in the County of Santa Barbara, to a city, county, or other political subdivision or another state agency for emergency shelter or feeding program purposes, as specified, but only if there is no buyer.This bill would delete the condition that the airspace may only be leased to a city, county, or other political subdivision or another state agency for emergency shelter or feeding program purposes if there is no buyer.This bill contains other related provisions and other existing laws. |          |                       |
| <a href="#">AB 2650</a><br><a href="#">Lackey R</a><br><br>Public transit buses:<br>illuminated signs.                                | 3/8/2018-<br>A. TRANS.<br>3/8/2018-<br>Referred to Com.<br>on TRANS.      | Existing law authorizes buses operated by a publicly owned transit system, on regularly scheduled service, to be equipped with certain illuminated signs, as specified. Existing law requires the illuminated signs to adhere to certain specifications, including, among others, being limited in size to a display of not greater than 720 square inches, and requiring the illuminated signs to display information directly related to public transit service, including, but not limited to, route number, destination description, run number, and public service announcements.This bill would revise those conditions, to increase the maximum display area of an illuminated sign to 4,320 inches and to allow paid advertising to be displayed on the illuminated sign.   |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2654</a><br><a href="#">Quirk-Silva D</a><br>Design-build:<br>Orange County. | 3/8/2018-A. L.<br>GOV.<br>3/8/2018-<br>Referred to Com.<br>on L. GOV. | Existing law, until January 1, 2025, authorizes local agencies, as defined, to use the design-build procurement process for specified public works with prescribed cost thresholds. This bill would establish similar provisions specific to Orange County. The bill would authorize the County of Orange and the Orange County Flood Control District, indefinitely and without exclusion, to use design-build for public works infrastructure projects in excess of \$1,000,000. The bill would require specified information to be verified under penalty of perjury. By expanding the crime of perjury, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|---|---|--|----------|-----------------------|
| <a href="#">AB 2712</a><br><a href="#">Allen, Travis R</a><br><br>Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. | 3/8/2018-<br>A. TRANS.<br>3/13/2018-Re-referred to Com. on TRANS. | (1)Existing law, 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, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. 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 provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for distribution as refunds to California taxpayers in the manner prescribed at the time the appropriation is made. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the next statewide election. This bill contains other related provisions. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location   | Summary   | Position | Recent Support/Oppose |
|---|--|---|----------|-----------------------|
| <a href="#">AB 2726</a><br><a href="#">Levine D</a><br><br>Independent System Operator: dispatch rules. | 3/19/2018-A. U. & E.<br>3/21/2018-Re-referred to Com. on U. & E. | Existing law provides for the establishment of an Independent System Operator (ISO) as a nonprofit public benefit corporation, and requires the ISO to ensure efficient use and reliable operation of the electrical transmission grid consistent with achieving planning and operating reserve criteria no less stringent than those established by the Western Electricity Coordinating Council and the North American Electric Reliability Council. Existing law requires the ISO to conduct its operations consistent with applicable state and federal laws and consistent with the interests of the people of the state. Existing law additionally requires the ISO to manage the transmission grid and related energy markets in a manner that is consistent with specified principles. This bill would require the ISO to develop and administer dispatch rules that apply the cost of compliance with California's market-based compliance mechanism for limiting emissions of greenhouse gases to all electrical generation located outside of California that serves the demand of customers in California. This bill contains other related provisions and other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose   |
|--|--|--|----------|---|
| <a href="#">AB 2730</a><br><a href="#">Harper R</a><br><br>Franchise Tax Board: collection of delinquent amounts: tolls. | 3/8/2018-A. REV. & TAX<br>3/22/2018-From committee chair, with author's amendments: Amend, and re-refer to Com. on REV. & TAX. Read second time and amended. | Existing law requires the Franchise Tax Board to collect certain delinquencies related to vehicles, including, but not limited to, unpaid tolls, toll evasion penalties, and any related administrative or service fee, and allows those delinquent amounts to be collected in any manner authorized under law as though those delinquent amounts were a tax due under the Personal Income Tax Law, including by issuance of an order and levy for earnings withholding and by notice to a depository institution to withhold and transmit credit or property of a delinquent taxpayer in order to satisfy the tax obligations of that taxpayer. This bill would remove the Franchise Tax Board's authority to collect unpaid tolls, toll evasion penalties, and any related administrative service fees by issuance of an order and levy for earning withholding and by notice for withholding to a depository institution. |          | <b>Revenue And Taxation (text 3/22/2018)</b><br><b>Support</b><br>California Bus Association<br><b>Oppose</b><br>None |
| <a href="#">AB 2734</a><br><a href="#">Frazier D</a><br><br>California Transportation Commission.                        | 3/15/2018-A. TRANS.<br>3/15/2018-Referred to Coms. on TRANS. and A. & A.R.   | Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.   |          | <b>Transportation (text 2/15/2018)</b><br><b>Support</b><br>None<br><b>Oppose</b><br>None                             |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2762</a><br><a href="#">Carrillo</a> D<br><br>Public contracts:<br>disabled veteran<br>business<br>enterprises: local<br>small business<br>enterprises:<br>social<br>enterprises. | 3/22/2018-A. J.,<br>E.D. & E.<br>3/22/2018-<br>Referred to Com.<br>on J., E.D., & E.<br>From committee<br>chair, with<br>author's<br>amendments:<br>Amend, and re-<br>refer to Com. on<br>J., E.D., & E. Read<br>second time and<br>amended. | Existing law authorizes a local agency in facilitating contract awards to small businesses to provide for a small business preference of 5% in construction, the procurement of goods, or the delivery of services, and establishes a subcontracting participation goal for small businesses on contracts with a 5% preference for those bidders who meet the goal.<br><br>Existing law authorizes each local agency to define a small business for the purposes of these preferences and goals. This bill would expand this preference to disabled veteran businesses and social enterprises, as defined, and would increase the preferences to 15%. The bill would also authorize each local agency to define a disabled veteran business and social enterprise for the purposes of these preferences and goals.  |          |                       |
| <a href="#">AB 2782</a><br><a href="#">Friedman</a> D<br><br>California<br>Environmental<br>Quality Act.   | 2/16/2018-<br>A. PRINT<br>2/17/2018-From<br>printer. May be<br>heard in<br>committee March<br>19.  | 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. Existing law exempts from compliance under CEQA housing projects that satisfy specified criteria. This bill would make a nonsubstantive change to definitions that apply in connection with the latter provision. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
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APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2851</a><br><a href="#">Grayson D</a><br><br>Regional transportation plans: traffic signal optimization plans. | 3/19/2018-A. TRANS.<br>3/20/2018-Re-referred to Com. on TRANS. | <p>Existing law requires designated transportation planning agencies to, among other things, prepare and adopt a regional transportation plan.</p> <p>Existing law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Existing law requires each transportation planning agency to consider and incorporate into its regional transportation plan the transportation plans of cities, counties, districts, private organizations, and state and federal agencies, as appropriate. Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would require each city located within the jurisdiction of a metropolitan planning organization to develop and implement a traffic signal optimization plan, as prescribed, and would require each metropolitan planning organization to consider and incorporate those plans developed by cities located within its jurisdiction into its regional transportation plan. The bill would create the Traffic Signal Optimization Fund and would require the Department of Transportation, upon appropriation by the Legislature, to award grants from moneys deposited in the fund on a competitive basis to cities that can deliver the greatest per capita reduction in emissions of greenhouse gases through the implementation of their traffic signal optimization plans and that provide matching funds. The bill would appropriate \$2 million from the Greenhouse Gas Reduction Fund for the 2019–20 fiscal year for deposit in the Traffic Signal Optimization Fund. Because the bill would impose additional duties on local agencies, it 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.</p> |          |                       |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary   | Position | Recent Support/Oppose |
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| <a href="#">AB 2865</a><br><a href="#">Chiu D</a><br><br>High-occupancy toll lanes: Santa Clara Valley Transportation Authority. | 3/19/2018-<br>A. TRANS.<br>3/20/2018-Re-referred to Com. on TRANS. | Existing law authorizes the Santa Clara Valley Transportation Authority (VTA) to conduct, administer, and operate a value pricing high-occupancy toll (HOT) lane program on 2 corridors included in the high-occupancy vehicle lane system in the County of Santa Clara and on State Highway Route 101 in the County of San Mateo in coordination with the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority, as prescribed. This bill would authorize VTA to conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco in coordination with the San Francisco County Transportation Authority, as prescribed.   |          |                       |
| <a href="#">AB 2919</a><br><a href="#">Frazier D</a><br><br>Transportation: permits.   | 3/19/2018-<br>A. TRANS.<br>3/20/2018-Re-referred to Com. on TRANS. | Existing law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would require the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt. If a resource agency does not complete the review of the request for a permit within this timeframe, the bill would provide that the permit is deemed approved for purposes of the project. This bill contains other existing laws. |          |                       |

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APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 2951</a><br><a href="#">Gloria D</a><br><br>Commuter benefit policies.                         | 2/16/2018-<br>A. PRINT<br>2/17/2018-From printer. May be heard in committee March 19. | Existing law establishes a program that authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commuter benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commuter benefits. Existing law requires that the ordinance specify certain matters, including any consequences for noncompliance. This bill would make nonsubstantive changes to this program.   |          |                       |
| <a href="#">AB 2996</a><br><a href="#">Fong R</a><br><br>Department of Transportation: Job order contracting. | 3/12/2018-<br>A. TRANS.<br>3/12/2018-<br>Referred to Com. on TRANS.                   | The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. This bill, until July 1, 2022, would authorize the Department of Transportation to use job order contracting, an alternative procurement procedure, for certain types of highway maintenance work. The bill would require the department to establish a procedure to prequalify job order contractors, and to award work for renewable 12-month contract terms based on competitive sealed bids pursuant to a unit price book of tasks and job order contract specifications. The bill would also require the department to report annually to the Legislature on specified matters relating to job order contracts. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 3059</a><br><a href="#">Bloom D</a><br><br>Congestion pricing demonstration pilot projects. | 3/12/2018-<br>A. TRANS.<br>3/12/2018-<br>Referred to Com.<br>on TRANS. | (1)Existing law provides for the development of a congestion management program for each county that includes an urbanized area by a designated congestion management agency. Existing law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits.This bill would authorize 2 congestion pricing demonstration projects in northern California and 2 in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction, as defined, to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. The bill would enact other related provisions.This bill contains other related provisions and other existing laws. |          |                       |

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APRIL 2018  
Metro Government Relations**

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| <a href="#">AB 3106</a><br><a href="#">Nazarian</a> D<br><br>Autonomous vehicles.                 | 2/16/2018-<br>A. PRINT<br>2/17/2018-From<br>printer. May be<br>heard in<br>committee March<br>19. | 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 make technical, nonsubstantive changes to those provisions.  |          |                       |
| <a href="#">AB 3107</a><br><a href="#">Baker</a> R<br><br>State Air Resources Board: regulations. | 2/16/2018-<br>A. PRINT<br>2/17/2018-From<br>printer. May be<br>heard in<br>committee March<br>19. | Existing law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Existing law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty. This bill would make a technical, nonsubstantive change to this provision. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary   | Position | Recent Support/Oppose |
|---|---|---|----------|-----------------------|
| <a href="#">AB 3124</a><br><a href="#">Bloom D</a><br><br>Vehicles: length limitations:<br>buses: bicycle transportation devices. | 3/15/2018-<br>A. TRANS.<br>3/15/2018-<br>Referred to Com.<br>on TRANS.                            | Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. The bill would also make a conforming change in a related provision. |          |                       |
| <a href="#">AB 3132</a><br><a href="#">Chau D</a><br><br>Autonomous vehicles.   | 2/16/2018-<br>A. PRINT<br>2/17/2018-From<br>printer. May be<br>heard in<br>committee March<br>19. | Existing law authorizes an autonomous vehicle to be operated 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 met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Existing law defines “autonomous technology” and “autonomous vehicle” for those purposes. This bill would make technical, nonsubstantive changes to those provisions  |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary   | Position | Recent Support/Oppose |
|--|--|---|----------|-----------------------|
| <a href="#">AB 3135</a><br><a href="#">Frazier D</a><br><br>High-Speed Rail Authority: rights-of-way: security: Department of the California Highway Patrol. | 3/22/2018-<br>A. TRANS.<br>3/22/2018-<br>Referred to Com. on TRANS. From committee chair, with author's amendments:<br>Amend, and re-refer to Com. on TRANS. Read second time and amended. | 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, including the power to acquire rights-of-way through purchase or eminent domain. This bill would authorize the High-Speed Rail Authority to contract with the Department of the California Highway Patrol to provide any necessary security services for property acquired by the state as a right-of-way for high-speed rail purposes. This bill contains other existing laws.   |          |                       |
| <a href="#">AB 3155</a><br><a href="#">Cooper D</a><br><br>Public works: definition.   | 3/12/2018-A. L. & E.<br>3/12/2018-<br>Referred to Com. on L. & E.  | Existing law defines the term "public works" for purposes of requirements regarding the payment of prevailing wages to include construction, alteration, demolition, installation, or repair work done under contract and paid for using public funds, except as specified. Existing law makes a willful violation of laws relating to the payment of prevailing wages on public works a misdemeanor. This bill would expand the meaning of the term "public works" to include warranty work, and would include warranty work within the definition of "construction" as it is used to define "public works." By expanding the definition of "public works," the bill would expand the scope of a crime. The bill would also make technical, nonsubstantive changes. This bill contains other related provisions and other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose |
|--|--|--|----------|-----------------------|
| <a href="#">AB 3201</a><br><a href="#">Daly D</a><br><br>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. | 3/22/2018-<br>A. TRANS.<br>3/22/2018-<br>Referred to<br>Coms. on TRANS.<br>and NAT. RES.<br>From committee chair, with author's amendments:<br>Amend, and re-refer to Com. on TRANS. Read second time and amended. | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as 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. The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects, including, among others, projects for zero- and near-zero-emission bus technology development, demonstration, precommercial pilots, and early commercial deployments. Existing law requires the state board, in consultation with the State Energy Resources Conservation and Development Commission, to create an annual framework and plan for the program. Existing law, for the purposes of the program, defines zero- and near-zero-emission to mean vehicles, fuels, and related technologies that reduce greenhouse gas emissions and improve air quality when compared with conventional or fully commercialized alternatives, as defined by the state board in consultation with the commission. This bill would add large-scale deployments to the program's list of eligible projects, require the annual framework and plan for the program to instead be a 5-year framework and plan, and revise the definition of zero- and near-zero-emission to include infrastructure that reduces greenhouse gas emissions and improves air quality when compared with conventional or fully commercialized alternatives. | Watch    |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary  | Position | Recent Support/Oppose  |
|---|---|--|----------|--|
| <a href="#">ACA 3</a><br><a href="#">Kiley R</a><br><br>Elections:<br>initiatives and<br>referenda. | 4/20/2017-A. E.<br>& R.<br>1/3/2018-From<br>committee:<br>Without further<br>action pursuant<br>to Joint Rule<br>62(a). | The California Constitution provides that the electors may propose a statute or an amendment to the California Constitution by initiative and approve or reject a statute by referendum. An initiative measure may be proposed by presenting to the Secretary of State a petition that sets forth the text of the proposed statute or amendment to the Constitution, and is certified to have been signed by the required number of electors, as prescribed. A referendum measure may be proposed by presenting to the Secretary of State a petition that sets forth the statute or part of the statute to be submitted to the electors, and is certified to have been signed by the required number of electors. Before the circulation of an initiative or referendum petition for signatures, the California Constitution requires that a copy of the petition be submitted to the Attorney General, who must prepare a title and summary of the measure. Existing statutory law also directs the Attorney General to prepare the ballot label, and the ballot title and summary that is included in the state voter information guide, for each measure that appears on a statewide ballot. This measure would transfer from the Attorney General to the Legislative Analyst the duty of preparing the title and summary for a proposed initiative or referendum. The measure would also require, for each measure that appears on a statewide ballot, that the Legislative Analyst to prepare the ballot label, and the ballot title and summary for the ballot pamphlet. | Watch    | <b>Elections And<br/>                     Redistricting (text 5/16/2017)<br/>                     Support</b><br>California Common Cause<br>Howard Jarvis Taxpayers<br>Association<br>League of Women Voters of<br>California<br><b>Oppose</b><br>Attorney General Xavier Becerra<br>California Professional<br>Firefighters |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose   |
|--|--|--|----------|---|
| <a href="#">SB 21</a><br><a href="#">Hill D</a><br><br>Law enforcement agencies: surveillance: policies. | 9/1/2017-A. 2 YEAR<br>9/1/2017-Failed Deadline<br>pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018) | <p>Under existing law, a city or county is empowered to perform duties including providing for public safety and law enforcement. A city or county is authorized, either directly or indirectly, to prescribe policies and regulations for law enforcement agencies under its jurisdiction. This bill would, beginning July 1, 2018, require each law enforcement agency, as defined, to submit to its governing body at a regularly scheduled hearing, open to the public, a proposed Surveillance Use Policy for the use of each type of surveillance technology and the information collected, as specified. The bill would require the law enforcement agency to cease using the surveillance technology within 30 days if the proposed plan is not adopted. The bill would require the law enforcement agency to 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. The bill would require the policy and any amendments to be posted on the agency's Internet Web site. The bill would also require the agency to make specified reports, at approved intervals, concerning the use of surveillance technology, and to make those reports available on the agency's Internet Web site. The bill would prohibit a law enforcement agency from selling, sharing, or transferring information gathered by surveillance technology, except to another law enforcement agency, as permitted by law and the terms of the Surveillance Use Policy. The bill would provide that any person could bring an action for injunctive relief to prevent a violation of these provisions and, if successful, could recover reasonable attorney's fees and costs. The bill would require an agency to discipline an employee who knowingly or intentionally uses surveillance technology in violation of these provisions, as specified. The bill would authorize an agency to temporarily use surveillance technology during exigent circumstances, as specified, without meeting the requirements of these provisions, provided that, among other things, the agency submits a specified report to its governing body within 45 days of the end of the exigent circumstances, except as specified. This bill contains other related provisions and other existing laws.</p> |          | <b>Appropriations (text 8/21/2017)</b><br><b>Support</b><br><b>Oppose</b> |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose   |
|--|--|--|----------|---|
| <a href="#">SB 100</a><br><a href="#">De León D</a><br><br>California<br>Renewables<br>Portfolio<br>Standard<br>Program:<br>emissions of<br>greenhouse<br>gases. | 9/8/2017-A. U. &<br>E.<br>9/11/2017-<br>September 11<br>hearing<br>postponed by<br>committee. From<br>committee with<br>author's<br>amendments.<br>Read second time<br>and amended.<br>Re-referred to<br>Com. on U. & E. | (1)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. 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 achieve 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 40% by December 31, 2024, 45% by December 31, 2027, and 50% by December 31, 2030. 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 Legislature has found and declared that its intent in implementing the program is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030.This bill would revise the above-described legislative findings and declarations to state that the goal of the program is to achieve that 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030. The bill would require that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatthours of those products sold to their retail end-use customers achieve 44% of retail sales by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030.This bill contains other related provisions and other existing laws. |          | <b>Floor Analysis (text 7/18/2017)</b><br><b>Support</b><br><b>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position       | Recent Support/Oppose   |
|--|---|---|----------------|---|
| <a href="#">SB 119</a><br>Committee on Budget and Fiscal Review<br><br>Budget Act of 2017. | 1/4/2018-A. BUDGET<br><br>1/4/2018-From inactive file. Re-referred to Com. on BUDGET. | The Budget Act of 2017 made appropriations for the support of state government for the 2017–18 fiscal year.This bill would amend the Budget Act of 2017 by amending and adding items of appropriation.This bill would declare that it is to take effect immediately as a Budget Bill. | Watch<br>Watch | <b>Budget (text 9/11/2017)</b><br><b>Support</b><br>Broad and Gusman, LLP, on behalf of UNITE-HERE, AFL-CIO, CA Conference of Machinists, Utility Workers of America, International Longshore & Warehouse Union, Engineers and Scientists of CA, IFPTE Local 20, AFL-CIO, Professional & Technical Engineers, IFPTE Local 21, AFL-CIO, CA Conference Board of the Amalgamated Transit Union California Labor Federation California State University California Teamsters Public Affairs Council California Trucking Association International Longshore and Warehouse Union Los Angeles and Long Beach (Local 13, 63 and 94) The United Nurses Associations of California / Union of Health Care Professionals (UNAC / UHCP)<br><b>Oppose</b><br>California Manufacturers and Technology Association<br>Global Automakers |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location   | Summary  | Position | Recent Support/Oppose  |
|---|--|--|----------|--|
| <a href="#">SB 120</a><br>Committee on Budget and Fiscal Review<br><br>In-home supportive services provider wages: emergency caregiver payments for foster care: civil immigration detainees: recording fees. | 3/12/2018-<br>A. INACTIVE FILE<br>3/12/2018-<br>Ordered to inactive file on request of Assembly Member Calderon. | (1)Existing law, the California Values Act, prohibits state and local law enforcement agencies from contracting with the federal government for use of their facilities to house individuals as federal detainees, except as specified.This bill would specify that state and local law enforcement agencies are prohibited from contracting with the federal government for use of their facilities to house individuals as federal detainees for purposes of civil immigration custody, except as specified.(2)Existing law imposes a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225. Existing law exempts from this fee any real estate instrument, paper, or notice recorded in connection with a transfer subject to the imposition of a documentary transfer tax, as provided, or with a transfer of real property that is a residential dwelling to an owner-occupier.This bill would additionally exempt from this fee any real estate instrument, paper, or notice executed or recorded by the federal government pursuant to the Uniform Federal Lien Registration Act, or by the state, or any county, municipality, or other political subdivision of the state. The bill would provide that these exemptions apply retroactively to any real estate instrument, paper, or notice executed or recorded by the federal government, or by the state, or any county, municipality, or other political subdivision of the state on or after January 1, 2018. The bill would also state that the exemption for real estate instruments, papers, or notices executed or recorded by the state, or any county, municipality, or other political subdivision of the state is declaratory of existing law.By adding to the duties of county recorders in administering this recording fee, this bill would impose a state-mandated local program.(3)Existing law establishes the county-administered In-Home Supportive Services (IHSS) program, under which qualified aged, blind, and disabled persons are provided with services in order to permit them to remain in their own homes and avoid institutionalization. Existing law prohibits an increase in provider wages or benefits that were locally negotiated, mediated, imposed, or adopted by ordinance from taking effect unless and until, prior to its implementation, certain conditions are met, including that the State Department of Social Services has obtained the approval of the State Department of Health Care Services, as specified.This bill would prohibit the increase in wages or benefits from taking effect unless and until the increase is reviewed and determined to be in compliance with state law.(4)Existing law requires the state and counties to share the annual cost of providing in-home supportive services and requires all counties to have a County IHSS Maintenance of Effort (MOE) commencing July 1, 2017, as prescribed. Existing | Watch    | <b>Floor Analysis (text 3/1/2018)</b><br><b>Support</b><br><b>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic | Location | Summary  | Position | Recent Support/Oppose |
|---------------|----------|--|----------|-----------------------|
|               |          | <p>law requires the County IHSS MOE to be adjusted for the annualized cost increases in provider wages or health benefits that are locally negotiated, mediated, or imposed on or after July 1, 2017. Existing law authorizes a county to negotiate a wage supplement and requires the county's County IHSS MOE to include a one-time adjustment by the amount of the increase, as specified, for the first time the wage supplement is applied. Existing law requires the wage supplement to subsequently be applied to the county individual provider wage when the increase takes effect at the same time as, and is the same amount as, the state minimum wage increases, and the minimum wage increase exceeds the county individual provider wage prior to applying the minimum wage increase. This bill would instead require the wage supplement to subsequently be applied to the minimum wage when the minimum wage increase is equal to or exceeds the county wage paid without the inclusion of the wage supplement and the increase to the county wage paid takes effect at the same time as the minimum wage increase. The bill would require that the wage supplement be in addition to the highest wage rate paid in the county as of June 30, 2017. The bill would provide that these new requirements do not apply for any changes to provider wages or health benefits locally negotiated, mediated, or imposed by a county, public authority, or nonprofit consortium, for which a rate change request was submitted to the State Department of Social Services for review prior to January 1, 2018, and instead would require that in these cases, the wage supplement subsequently be applied to the minimum wage when the minimum wage is equal to or exceeds the county individual provider wage including the wage supplement. The bill would appropriate \$1,000,000 to the State Department of Social Services for the purposes of the provisions relating to cases in which a rate change request was submitted to the department for review prior to January 1, 2018.(5)Existing law requires each county to provide cash assistance and other social services to needy families through the California Work Opportunity and Responsibility to Kids (CalWORKs) program using federal Temporary Assistance to Needy Families (TANF) block grant program, state, and county funds. Existing law specifies the amounts of cash aid to be paid each month to CalWORKs recipients. Existing law establishes the Aid to Families with Dependent Children-Foster Care (AFDC-FC) program, under which counties provide payments to foster care providers on behalf of qualified children in foster care. Under existing law, a child who is placed in the approved home of a relative is eligible for AFDC-FC if he or she is eligible for federal financial participation in the AFDC-FC payment, as specified. Existing law provides for benefits for a child who is placed in the approved home of a relative and who is ineligible for AFDC-FC pursuant to the CalWORKs</p> |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic | Location | Summary  | Position | Recent Support/Oppose |
|---------------|----------|--|----------|-----------------------|
|               |          | <p>program. Existing law establishes the Approved Relative Caregiver Funding Program (ARC) for the purpose of making the amount paid to relative caregivers for the in-home care of children placed with them who are ineligible for AFDC-FC payments equal to the amount paid on behalf of children who are eligible for AFDC-FC payments. Existing law provides for the implementation of the resource family approval process, which replaces the multiple processes for licensing foster family homes, certifying foster homes by foster family agencies, approving relatives and nonrelative extended family members as foster care providers, and approving guardians and adoptive families. Existing law defines a resource family as an individual or family that has successfully met both home environment assessment standards and permanency assessment criteria, as specified, necessary for providing care for a child placed by a public or private child placement agency by court order, or voluntarily placed by a parent or legal guardian. Existing law provides for the temporary or emergency placement of dependent children of the juvenile court and nonminor dependents with relative caregivers or nonrelative extended family members under specified circumstances. Under existing law, a relative caregiver or nonrelative extended family member is required to submit an application for approval as a resource family and initiate a home environment assessment within 5 business days after the placement. This bill would state the Legislature's intent to provide interim support to an emergency caregiver, as defined, who has a pending application under the Resource Family Approval Program that has been temporarily delayed due to the need to increase capacity for statewide implementation of the program. This bill would require counties to provide an emergency assistance payment or ARC payment to that emergency caregiver who meets specified requirements, and is caring for a child or nonminor dependent placed in the caregiver's home under specified circumstances, if the child or nonminor dependent resides in California, and is not otherwise eligible for AFDC-FC or ARC. The bill would require the payments to be made either through ARC or through the TANF block grant emergency assistance program for child welfare services, as specified. The bill would make payments available through June 30, 2018, if specified conditions are met. The bill would provide that counties would not be liable for any federal disallowance or penalty imposed on the state based on implementing these provisions. The bill would make these provisions inoperative on July 1, 2018, and would repeal the provisions on January 1, 2019. By expanding the duties of counties relating to foster care, the bill would impose a state-mandated local program.(6) Existing law continuously appropriates moneys from the General Fund to defray a portion of county costs under the CalWORKs program. This bill</p> |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic | Location | Summary  | Position | Recent Support/Oppose |
|---------------|----------|--|----------|-----------------------|
|               |          | would provide that the continuous appropriation would not be made for purposes of implementing the bill.(7)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.(8)This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location   | Summary   | Position | Recent Support/Oppose  |
|---|--|---|----------|--|
| <a href="#">SB 121</a><br>Committee on Budget and Fiscal Review<br><br>Education: Child care: individualized county child care subsidy plans: the Every Kid Counts (EKC) Act. | 3/12/2018- A. INACTIVE FILE<br>3/12/2018- Ordered to inactive file on request of Assembly Member Calderon. | <p>(1)The Child Care and Development Services Act has a purpose of providing a comprehensive, coordinated, and cost-effective system of child care and development services for children from infancy to 13 years of age and their parents, including a full range of supervision, health, and support services through full- and part-time programs. Existing law requires the Superintendent of Public Instruction to develop standards for the implementation of quality child care programs. Existing law authorizes the Counties of Alameda, Contra Costa, Fresno, Marin, Monterey, San Benito, San Diego, Santa Clara, Santa Cruz, Solano, and Sonoma, as individual pilot projects, to develop an individualized county child care subsidy plan, as provided. Existing law repeals each of these pilot programs on specified dates.This bill would repeal, recast, and revise the law relating to the above-specified counties’ individualized subsidy plans and make related conforming changes, as provided. The bill would extend the operative dates of the individualized pilot programs by 6 months.(2)Existing law authorizes the City and County of San Francisco and the City of San Mateo to develop and implement individualized county child care subsidy plans that include specified elements. Existing law authorizes the plans to supersede state law concerning child care subsidy programs with regard to specified factors, including eligibility criteria, as provided.This bill would, among other things, make changes to the eligibility criteria and would allow the plans to supersede state law on ratios of 4-year-old children in state preschool programs.(3)This bill would make legislative findings and declarations as to the necessity of a special statute for the Counties of Alameda, Contra Costa, Fresno, Marin, Monterey, San Benito, San Diego, Santa Clara, Santa Cruz, Solano, and Sonoma.(4)Existing law establishes the Every Kid Counts (EKC) Act, which requires the Scholarshare Investment Board to implement and administer a college savings program that incentivizes families to participate in a qualified tuition program established under the Golden State Scholarshare Trust Act or other college savings programs. Before implementing the program, existing law requires the board to make specified considerations, including how best to incentivize low-income families to participate in these college savings programs and whether and how proposed actions allow for rigorous evaluation of the effects of the EKC Act. Existing law requires the board and the Franchise Tax Board to exchange prescribed information in order to verify financial eligibility under these college savings programs.This bill would revise and recast the act to instead, among other things, require the Student Aid Commission to distribute grants to local governments and other entities that sponsor one or more comprehensive citywide or regional children’s savings account programs to help</p> |          | <b>Floor Analysis (text 3/1/2018)</b><br><b>Support</b><br><b>Oppose</b> |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose   |
|--|---|---|----------|---|
| <a href="#">SB 137</a><br><a href="#">Allen D</a><br><br>Transit districts: ordinances.        | 7/14/2017-A. 2 YEAR<br>7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/1/2017)(May be acted upon Jan 2018) | Existing law imposes various requirements on transit districts relating to the passage of ordinances. This bill would, in addition to any other requirements, require a transit district to publish an ordinance on its Internet Web site, or the otherwise appropriate Internet Web site, within 15 days after the ordinance's passage and in a manner that is accessible and easily navigable. 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.   | Watch    | <b>Floor Analyses (text 4/27/2017)</b><br><b>Support</b><br><b>Oppose</b> |
| <a href="#">SB 224</a><br><a href="#">Jackson D</a><br><br>Personal rights: sexual harassment. | 1/22/2018-A. DESK<br>1/23/2018-In Assembly. Read first time. Held at Desk.  | Existing law establishes liability for sexual harassment when the plaintiff proves specified elements, including, among other things, that there is a business, service, or professional relationship between the plaintiff and defendant. Existing law states that a relationship may exist between a plaintiff and certain persons, including an attorney, holder of a master's degree in social work, real estate agent, and real estate appraiser. This bill would include an investor, elected official, lobbyist, director, and producer among those listed persons who may be liable to a plaintiff for sexual harassment. |          | <b>Floor Analyses (text 1/3/2018)</b><br><b>Support</b><br><b>Oppose</b>  |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose  |
|--|--|--|----------|--|
| <a href="#">SB 262</a><br><a href="#">Wieckowski D</a><br><br>Climate change:<br>climate<br>adaptation:<br>advisory council. | 7/14/2017-A. 2<br>YEAR<br>7/14/2017-Failed<br>Deadline<br>pursuant to Rule<br>61(a)(10). (Last<br>location was NAT.<br>RES. on<br>5/18/2017)(May<br>be acted upon<br>Jan 2018) | Existing law requires the Office of Planning and Research to establish an advisory council, comprised of members for a range of disciplines, to support the office's goals to facilitate coordination among state, regional, and local agency efforts to adapt to the impacts of climate change. This bill would specify that the members on the advisory council serve staggered terms of 4 years. The bill would require the members of the advisory council to select a chairperson from their members. | Watch    | <b>Floor Analyses (text 2/8/2017)</b><br><b>Support</b><br><b>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|---|---|----------|---|
| <a href="#">SB 268</a><br><a href="#">Mendoza D</a><br><br>Los Angeles County Metropolitan Transportation Authority. | 9/5/2017-A. L. GOV.<br><br>9/5/2017-From committee with author's amendments.<br><br>Read second time and amended.<br><br>Re-referred to Com. on L. GOV. | <p>Existing law creates the Los Angeles County Metropolitan Transportation Authority with specified powers and duties relative to transportation planning, programming, and operations in the County of Los Angeles. The authority is governed by a 14-member board of directors that consists of the Mayor of the City of Los Angeles, 2 public members and one Los Angeles City Council member appointed by the mayor, 4 members appointed from the other cities in the county, the 5 members of the Los Angeles County Board of Supervisors, and a nonvoting member appointed by the Governor. This bill would require the authority, the Los Angeles County Division of the League of California Cities, the California Contract Cities Association, and the Los Angeles County City Selection Committee to prepare and provide to the Legislature by December 1, 2018, a plan agreed to by at least 3 of these entities, for reorganizing the membership of the authority to include 22 members, and to provide equitable and proportional voting representation for each area of the county on the authority, including more representation for cities other than the City of Los Angeles. The bill would require the plan to provide for the reconstitution of the authority no later than January 1, 2020. The bill, commencing on January 1, 2020, would require the membership of the authority to be reconstituted pursuant to the plan. The bill, if a plan is not submitted or is not implemented, would, commencing on January 1, 2020, provide for the authority to consist of 22 members, including the 5 members of the Los Angeles County Board of Supervisors, the Mayor of the City of Los Angeles, 5 members of the Los Angeles City Council and one public member appointed by the mayor, one member appointed by the City of Long Beach, 8 members from cities other than Los Angeles appointed by the Los Angeles County City Selection Committee, and one nonvoting member appointed by the Governor. The bill would require every appointee to serve a 4-year term without limitation or until the expiration of the term of his or her elected office. The bill would also delete, on January 1, 2020, the requirement for the authority to submit a plan to the Legislature if the number of members of the board of supervisors is increased. This bill contains other related provisions and other existing laws.</p> | Oppose   | <p><b>Local Government (text 6/20/2017) Support</b><br/>           California Contract Cities Association<br/>           Cities of Carson, La Mirada, Pico Rivera, and Torrance<br/>           Councilmember John Mirisch, City of Beverly Hills<br/>           Gateway Cities Council of Governments (GCCOG)<br/>           League of California Cities, Los Angeles County Division</p> <p><b>Oppose</b><br/>           Cities of Azusa, Glendale, Glendora, and West Hollywood<br/>           Fixing Angelenos Stuck in Traffic (FAST)<br/>           HDR Engineering<br/>           Individual letters<br/>           Jobs to Move America<br/>           LA and Orange Counties Building Trades<br/>           Las Virgenes-Malibu Council of Governments<br/>           Los Angeles Area Chamber of Commerce<br/>           Los Angeles County Board of Supervisors<br/>           Los Angeles County Metropolitan Transportation Authority<br/>           Los Angeles/Orange Counties Building and Construction Trades Council<br/>           Lynn Capouya, Inc.<br/>           Mayor Eric Garcetti, City of Los Angeles<br/>           Michael Baker International<br/>           Mobility 21<br/>           Orange County Business Council<br/>           Parsons Corporation<br/>           Riverside County Transportation Commission<br/>           San Bernardino County Transportation Authority<br/>           San Fernando Valley Council of Governments<br/>           Sheet Metal Air Rail and Transportation Workers, General Committee of Adjustment 875<br/>           Southern California Pipe Trades District Council No. 16<br/>           Southern California Regional Rail Authority<br/>           State Building and Construction Trades Council of California<br/>           Valley Industry and Commerce Association (VICA)</p> |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose  |
|--|---|---|----------|--|
| <a href="#">SB 275</a><br><a href="#">Portantino D</a><br><br>Children,<br>Adolescents, and<br>Young Adults<br>Alcohol and Drug<br>Treatment and<br>Recovery<br>Program Act. | 3/5/2018-A. RLS.<br>3/5/2018-Re-<br>referred to Com.<br>on RLS. pursuant<br>to Assembly Rule<br>96. | Existing law consolidated within the State Department of Health Care Services all substance use disorder functions and programs from the former State Department of Alcohol and Drug Programs. The existing Adolescent Alcohol and Drug Treatment and Recovery Program Act of 1998, which authorized the department to establish community-based nonresidential and residential recovery programs to intervene and treat the problems of alcohol and other drug use among youth, became inoperative on July 1, 2013. This bill would repeal those inoperative provisions and would enact the Children, Adolescents, and Young Adults Alcohol and Drug Treatment and Recovery Program Act, with similar provisions to, in part, require the program to provide prevention, early intervention, and treatment services for children, adolescents, and young adults. The bill would require the department, in collaboration with counties and providers of alcohol and other behavioral health services, to report to the Legislature during budget hearings regarding the status of the implementation of the act, as specified. The provisions of the bill establishing this reporting requirement would become inoperative and be repealed on January 1, 2023. |          | <b>Floor Analyses (text 2/9/2017)</b><br><b>Support</b><br><b>Oppose</b> |

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APRIL 2018  
Metro Government Relations**

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|---|--|--|----------|---|
| <a href="#">SB 389</a><br><a href="#">Roth D</a><br><br>Department of Transportation: transportation project delivery services. | 9/1/2017-A. 2 YEAR<br>9/1/2017-Failed Deadline<br>pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018) | Existing law provides that the Department of Transportation has full possession and control of all state highways and associated property. Existing law creates the State Highway Account in the State Transportation Fund, and requires all money appropriated, contributed, or made available from any source for expenditure on work within the powers and duties of the department, including sources other than state appropriations, to be transferred to or deposited in the account. Existing law provides that all money deposited in the account by local agencies or by others is continuously appropriated to the department and is available for expenditure by the department for the purposes for which the money was made available. This bill would authorize the department to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, as specified, including job mix formula verifications, material plant quality program inspections, and laboratory accreditations. The bill would authorize the department to adopt regulations to, among other things, specify the terms and conditions for performing these tasks and would require that the department's total estimated revenue from the fee schedule not exceed the department's estimated total cost for providing these services. The bill would require that the funds collected pursuant to these provisions be deposited in the State Highway Account in the State Transportation Fund. Because these funds would be continuously appropriated to the department, the bill would thereby make an appropriation. |          | <b>Appropriations (text 7/17/2017)<br/>Support<br/>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|--|--|----------|---|
| <a href="#">SB 414</a><br><a href="#">Vidak R</a><br><br>Transportation bonds: highway, street, and road projects. | 2/23/2017-S. T. & H.<br>2/1/2018-<br>Returned to Secretary of Senate pursuant to Joint Rule 62(a). | Existing law, 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, general election, provides for the issuance of general obligation bonds in the amount of \$9 billion for high-speed rail purposes and \$950 million for other related rail purposes. 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 provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill, subject to the above exception, would also require the net proceeds of bonds subsequently issued and sold under the high-speed rail portion of the bond act, upon appropriation, to be made available to the California Transportation Commission for allocation for repair and new construction projects on state highways and freeways, and to the Controller for apportionment to cities and counties for transportation and local transit projects, as specified. The bill would make no changes to the authorization under the bond act for the issuance of \$950 million in bonds for rail purposes other than high-speed rail. These provisions would become effective only upon approval by the voters at the June 5, 2018, statewide primary election. This bill contains other related provisions. |          | <b>Transportation And Housing (text 1/3/2018)</b><br><b>Support</b><br>Citizens for California High-Speed Rail Accountability<br>Community Coalition on High-Speed Rail<br>DERAIL<br>Howard Jarvis Taxpayers Association<br>One individual<br>Tos Farms Inc.<br><b>Oppose</b><br>California Labor Federation<br>State Building and Construction<br>Trades Council of California |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary  | Position | Recent Support/Oppose   |
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| <a href="#">SB 421</a><br><a href="#">Wiener D</a><br><br>Sex offenders: registration: criminal offender record information systems. | 9/1/2017-A. 2 YEAR<br>9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017)(May be acted upon Jan 2018) | Existing law requires persons convicted of specified sex offenses and certain acts of human trafficking for purposes of committing various sex offenses or extortion, as specified, or attempts to commit those offenses, to register with local law enforcement agencies while residing in the state or while attending school or working in the state. Willful failure to register, as required, is a misdemeanor, or a felony, depending on the underlying offense. This bill would, commencing January 1, 2021, instead establish 3 tiers of registration based on specified criteria, for periods of at least 10 years, at least 20 years, and life, respectively, for a conviction of specified sex offenses, and 5 years and 10 years for tiers one and two, respectively, for an adjudication as a ward of the juvenile court for specified sex offenses, as specified. The bill would allow the Department of Justice to place a person in a tier-to-be-determined category for a maximum period of 24 months if his or her appropriate tier designation cannot be immediately ascertained. The bill would establish procedures for termination from the sex offender registry for a registered sex offender who is a tier one or tier two offender and who completes his or her mandated minimum registration period under specified conditions. The bill would require the offender to file a petition at the expiration of his or her minimum registration period and would authorize the district attorney to request a hearing on the petition if the petitioner has not fulfilled the requirement of successful tier completion, as specified. The bill would establish procedures for a person required to register as a tier three offender based solely on his or her risk level to petition the court for termination from the registry after 20 years from release of custody, if certain criteria are met. The bill would also revise the criteria for exclusion from the Internet Web site. This bill contains other related provisions and other existing laws. | Watch    | <b>Appropriations (text 8/21/2017)</b><br><b>Support</b><br><b>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">SB 502</a><br><a href="#">Portantino D</a><br><br>Public rail systems: availability of automated external defibrillators. | 9/11/2017-<br>A. RLS.<br>9/11/2017-Re-referred to Com. on RLS. pursuant to Assembly Rule 96. | (1)Existing law exempts from civil liability any person who, in good faith and not for compensation, renders emergency care or treatment by the use of an automated external defibrillator (AED) at the scene of an emergency, except in the case of personal injury or wrongful death that results from the gross negligence or willful or wanton misconduct of the person who renders emergency care or treatment. Existing law also exempts from civil liability a person or entity that acquires an AED for emergency use, a physician who is involved with the placement of the AED, and any person or entity responsible for the site where the AED is located if specified conditions are met, including maintenance and regular testing of the AED and having a written plan that describes the procedures to be followed in case of an emergency that may involve the use of the AED.This bill would require a public entity that operates a rail transit system or a commuter train system to ensure that each train has an automated external defibrillator (AED) as part of its safety equipment subject to specified requirements. The bill would exempt a public entity that acquires an AED for emergency care from liability for any civil damages resulting from any acts or omissions in the rendering of the emergency care by use of the AED if the public entity has complied with certain requirements.(2)By imposing new duties on local public officials, the bill would create 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. |          | <b>Public Safety (text 3/29/2017)</b><br><b>Support</b><br>California Attorneys for Criminal Justice<br>California School Employees Association<br>National Association of Social Workers (NASW)<br><b>Oppose</b><br>None |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">SB 699</a><br><a href="#">Galgiani D</a><br><br>Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2011. | 9/5/2017-A. RLS.<br>9/5/2017-Re-referred to Com. on RLS. pursuant to Assembly Rule 96. | <p>The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report 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 Jobs and Economic Improvement Through Environmental Leadership Act of 2011 authorizes the Governor, until January 1, 2018, to certify projects that meet certain requirements, including the requirement that the project create high-wage, highly skilled jobs that pay prevailing wages and living wages, for streamlining benefits provided by that act. The act provides that if a lead agency fails to approve a project certified by the Governor before January 1, 2019, the certification expires and is no longer valid. The act requires a lead agency to prepare the record of proceedings for the certified project concurrent with the preparation of the environmental documents. The act is repealed by its own terms on January 1, 2019. This bill would extend the authority of the Governor to certify a project to January 1, 2020. The bill would provide that the certification expires and is no longer valid if the lead agency fails to approve a certified project before January 1, 2021. The bill would repeal the act on January 1, 2021. Because the bill would extend the obligation of the lead agency to prepare concurrently the record of proceedings, 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 no reimbursement is required by this act for a specified reason.</p> |          | <b>Floor Analyses (text 5/26/2017)</b><br><br><b>Support</b><br><br><b>Oppose</b> |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|---|---|----------|---|
| <a href="#">SB 760</a><br><a href="#">Wiener D</a><br><br>Bikeways: design guides. | 1/29/2018-<br>A. DESK<br>1/30/2018-In<br>Assembly. Read<br>first time. Held at<br>Desk. | Existing law requires the Department of Transportation to establish minimum safety design criteria for the planning and construction of bikeways and uniform specifications and symbols for associated signs, markers, and traffic control devices. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established under these provisions, except that alternative minimum safety design criteria may be used under certain conditions. This bill would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. |          | <b>Floor Analyses (text 1/23/2018)</b><br><b>Support</b><br><b>Oppose</b> |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">SB 789</a><br><a href="#">Bradford D</a><br><br>California Environmental Quality Act: sports and entertainment project. | 9/8/2017-A. NAT. RES.<br>9/12/2017-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on NAT. RES. | (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 it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes administrative procedures for the review and certification of the EIR for a project and judicial review procedures for any action or proceeding brought to challenge the lead agency's decision to certify the EIR or to grant project approvals.This bill would establish specified administrative and judicial review procedures for the administrative and judicial review of the EIR and approvals granted for a project related to the development of a specified sports and entertainment project in the City of Inglewood. Because the lead agency would be required to use these alternative procedures for administrative review of the EIR if the project applicant so chooses, this bill would impose a state-mandated local program. The bill would exempt from the requirements of CEQA a guideway project intended for development with the specified sports and entertainment project. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. The bill would specify that certain impacts shall not be considered as having significant environmental impacts if certain conditions are met. This bill contains other related provisions and other existing laws. |          | <b>Natural Resources (text 9/1/2017)</b><br><b>Support</b><br>California Legislative Black Caucus<br>California State Association of Electrical Workers<br>California State Pipe Trades Council<br>City of Inglewood<br>Inglewood Police Management Association<br>Inglewood Police Officers Association<br>Painters & Allied Trades District Council 36<br>Three individuals<br>Western States Council of Sheet Metal Workers<br><b>Oppose</b><br>Audubon California<br>California Coastal Protection Network<br>California League of Conservation Voters<br>California Native Plant Society<br>Center for Biological Diversity<br>Clean Water Action<br>Coalition for Clean Air<br>Earthjustice<br>East Yard Communities for Environmental Justice<br>Friends of the Earth US<br>Judicial Council of California<br>MSG Forum, LLC<br>Natural Resources Defense Council (NRDC)<br>Planning and Conservation League<br>Rodeway Inn & Suites<br>Safe Routes to School National Partnership<br>Sierra Club California<br>Southern California Watershed Alliance<br>Transform<br>Trust for Public Lands<br>Uplift Inglewood Coalition |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|--|--|----------|-----------------------|
| <a href="#">SB 827</a><br><a href="#">Wiener D</a><br><br>Planning and zoning: transit-rich housing bonus. | 1/16/2018-S. T. & H.<br>3/1/2018-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on T. & H. | <p>The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer 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 if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. This bill would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor. The bill would exempt an eligible applicant who receives a transit-rich housing bonus from various requirements, including maximum controls on residential density, maximum controls on floor area ratio that are lower than a specified amount, minimum automobile parking requirements, maximum height limitations, and zoning or design controls that have the effect of limiting additions onto existing structures or lots that comply with those maximum floor area ratios and height limitations. The bill would require an eligible applicant who receives a transit-rich housing bonus to provide benefits to eligible displaced persons who are displaced by the development, including requiring the applicant to offer a right to remain guarantee to those tenants, and to make payments to eligible displaced persons for moving and related expenses as well as for relocation benefits. The bill would also require an eligible applicant to submit a relocation benefit and assistance plan for approval to the applicable local government to that effect, and to provide specified information and assistance to eligible displaced persons. This bill contains other related provisions and other existing laws.</p> |          |                       |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary   | Position | Recent Support/Oppose |
|---|---|---|----------|-----------------------|
| <a href="#">SB 893</a><br><a href="#">Nguyen R</a><br><br>Planning and zoning: density bonus. | 1/24/2018-S. T. & H.<br>1/24/2018- Referred to Coms. on T. & H. and GOV. & F. | The Planning and Zoning Law requires, when a developer of housing proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents. Existing law prohibits a city, county, or city and county from requiring a vehicular parking ratio for a housing development that meets these criteria in excess of specified ratios. This prohibition applies only at the request of the developer and specifies that the developer may request additional parking incentives or concessions. This bill would delete these additional vehicular parking ratio provisions. This bill contains other related provisions and other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">SB 936</a><br><a href="#">Allen D</a><br><br>Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force. | 2/8/2018-S. G.O.<br>3/21/2018-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on G.O.  | Existing law establishes the Office of Planning and Research in the Governor's office, which serves the Governor and his or her cabinet for long-range planning and research and constitutes the comprehensive state planning agency. Existing law permits 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 met. This bill would require the Office of Planning and Research in the Governor's office to convene an Autonomous Vehicles Smart Planning Task Force, consisting of representatives from the University of California, local government, and specified others, and would require the task force, on or before January 1, 2021, to submit to relevant policy committees of the Legislature recommendations to ensure that deployment of autonomous vehicles does not hinder specified state policies. |          |                       |
| <a href="#">SB 950</a><br><a href="#">Allen D</a><br><br>Office of Business Sustainability.  | 1/30/2018-S. RLS.<br>3/22/2018-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on RLS. | Existing law establishes the Governor's Office of Business and Economic Development, also known as GO-Biz, 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. Existing law establishes various programs and offices within GO-Biz to assist business development. This bill contains other existing laws.   |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location   | Summary  | Position | Recent Support/Oppose |
|---|--|--|----------|-----------------------|
| <a href="#">SB 957</a><br><a href="#">Lara D</a><br><br>Vehicles: high-occupancy vehicle lanes. | 2/8/2018-S. T. & H.<br>2/8/2018- Referred to Com. on T. & H. | Existing state law authorizes the Department of Transportation to designate certain lanes for the exclusive use of high-occupancy vehicles (HOVs). Existing law also authorizes, until January 1, 2019, ultra-low emission vehicles (ULEVs), and until September 30, 2025, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first, super ultra-low emission vehicles (SULEVs), enhanced advanced technology partial zero-emission vehicles (enhanced AT PZEVs), or transitional zero-emission vehicles (TZEVs), as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes. Existing law makes it a crime to drive one of those vehicles in an HOV lane without properly displaying the issued identifier and having the vehicle registration with the vehicle, or to operate or own a vehicle displaying an identifier if the identifier was not issued for that vehicle. Existing law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Existing law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1 of the 4th year after the year in which the identifier was issued if the applicant for the identifier has a household income at or below 80% of the statewide median income, or at or below a specified threshold designated as low income. The bill would also make a conforming change and technical, nonsubstantive changes. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose |
|--|---|---|----------|-----------------------|
| <a href="#">SB 980</a><br><a href="#">Cannella</a> R<br><br>High-occupancy vehicle lanes.  | 2/1/2018-S. RLS.<br>2/14/2018-<br>Referred to Com.<br>on RLS.                         | Under existing law, the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, may authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified, and are required to place and maintain signs and other traffic control devices to designate those exclusive or preferential lanes, the applicable vehicle occupancy levels, and the hours of high-occupancy vehicle use, as specified. This bill would make technical, nonsubstantive changes to those provisions.   |          |                       |
| <a href="#">SB 1000</a><br><a href="#">Lara</a> D<br><br>Transportation electrification: electric vehicle charging infrastructure. | 3/21/2018-S. E. U., & C.<br>3/21/2018-Re-referred to Coms. on E., U. & C. and T. & H. | (1) Existing law requires the State Energy Resources Conservation and Development Commission (Energy Commission), on a biennial basis, to adopt an integrated energy policy report containing an overview of major energy trends and issues facing the state. Existing law requires the Energy Commission, as a part of the report, to conduct transportation forecasting and assessment activities that include, among other things, an assessment of trends in transportation fuels, technologies, and infrastructure supply and demand. This bill would require the Energy Commission, in consultation with the State Air Resources Board (state board), to develop minimum labeling standards for publicly accessible electric vehicle charging stations, to develop a cost-per-vehicle-mile-driven price metric for charging stations, to be known as the e-gallon rating, to develop, and biennially reassess, minimum charging speed standards for direct current fast charging stations and for electric vehicle batteries, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use state moneys to more proportionately deploy new charging station infrastructure. This bill contains other related provisions and other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|---|---|---|----------|---|
| <a href="#">SB 1119</a><br><a href="#">Newman D</a><br><br>Low Carbon Transit Operations Program. | 2/22/2018-S. T. & H.<br><br>2/22/2018- Referred to Coms. on T. & H. and EQ.   | Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates specified portions of the annual proceeds in the fund to various programs, including 5% for the Low Carbon Transit Operations Program, administered by the Department of Transportation, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases. This bill contains other existing laws. |          |   |
| <a href="#">SB 1172</a><br><a href="#">Beall D</a><br><br>High-Speed Rail Authority.              | 3/22/2018-S. THIRD READING<br>3/22/2018-From consent calendar on motion of Senator Beall. Ordered to third reading. | Existing law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Existing law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's Internet Web site.  |          | <b>Floor Analyses (text 2/14/2018)</b><br><b>Support</b><br><b>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|---|---|--|----------|-----------------------|
| <a href="#">SB 1209</a><br><a href="#">Leyva D</a><br><br>California Global Warming Solutions Act of 2006: rules and regulations. | 2/15/2018-S. RLS.<br>3/1/2018-<br>Referred to Com.<br>on RLS. | 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 adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. This bill would make a technical, nonsubstantive change to these provisions. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose |
|--|--|--|----------|-----------------------|
| <a href="#">SB 1262 Newman D</a><br>Construction Manager/General Contractor project delivery method: Department of Transportation. | 3/1/2018-S. T. & H.<br>3/20/2018-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on T. & H. | Existing law authorizes the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method (CM/GC method), as specified, for projects for the construction of a highway, bridge, or tunnel. Existing law authorizes the department to use the CM/GC method on up to 12 projects, 10 of which are required to have construction costs greater than \$10,000,000. Existing law also authorizes the department to enter into a contract using this method on 12 additional projects, 2 of which are required to be authorized for projects in the County of Riverside, as prescribed. This bill would remove the cap on the number of projects for which the department is authorized to use the CM/GC method, eliminate the minimum construction costs limitation, and make conforming changes to existing provisions. The bill would impose the requirement to use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the CM/GC method. The bill would delete the existing report requirements. This bill contains other related provisions and other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|---|---|---|----------|---|
| <a href="#">SB 1328</a><br><a href="#">Beall</a> D<br><br>Mileage-based road usage fee. | 3/1/2018-S. T. & H.<br>3/21/2018-Set for hearing April 3. | 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 the Transportation Agency. 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 and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023. The bill would, in addition, require the technical advisory committee to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system. |          | <b>Transportation And Housing (text 2/16/2018)</b><br><b>Support</b><br>American Council of Engineering Companies<br>Automobile Club of Southern California<br>California Alliance for Jobs<br>California Association of Councils of Governments (CALCOG)<br>California Transportation Commission<br>Transportation California<br><b>Oppose</b><br>None |
| <a href="#">SB 1342</a><br><a href="#">Cannella</a> R<br><br>Autonomous vehicles.       | 2/16/2018-S. RLS.<br>3/1/2018- Referred to Com. on RLS.   | Existing law authorizes an autonomous vehicle to be operated 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 met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Existing law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions  |          |   |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">SB 1376</a><br><a href="#">Hill D</a><br>Transportation network companies: accessibility for persons with disabilities. | 2/16/2018-S. RLS.<br>3/22/2018-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS. | The Passenger Charter-party Carriers' Act defines a transportation network company as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled platform to connect passengers with drivers using their personal vehicles. The act also defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers. This bill would express the intent of the Legislature that every transportation network company ensure that it provides full and equal access to all persons with disabilities. The bill would require the commission, by July 1, 2019, to (1) develop regulations relating to accessibility for persons with disabilities, including wheelchair users who need an accessible vehicle, who utilize transportation network company transportation services, (2) consider assessing a fee on transportation network companies to fund on-demand accessible transportation services for persons with disabilities to ensure full and equal access to transportation network company services, and (3) conduct workshops with stakeholders, including all interested California cities and counties and persons with disabilities, in order to determine community need and develop programs for on-demand services, service alternatives, and partnerships. This bill contains other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary  | Position | Recent Support/Oppose |
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| <a href="#">SB 1403</a><br><a href="#">Lara D</a><br><br>California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. | 2/16/2018-S. RLS.<br>3/22/2018-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on RLS. | The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as 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. The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects, as specified. Existing law specifies projects eligible for funding under the program including those that support greater commercial motor vehicle and equipment freight efficiency and greenhouse gas emissions reductions, including advanced intelligent transportation, autonomous vehicles, and other freight information and operations technologies. This bill would additionally include demonstration projects for integrated storage and charging management and efficient zero- and near-zero emission fueling and charging strategies as projects eligible for funding under the program. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary  | Position | Recent Support/Oppose |
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| <a href="#">SB 1427</a><br><a href="#">Hill D</a><br>High-occupancy vehicle and high-occupancy toll lanes. | 2/16/2018-S. RLS.<br>3/8/2018-<br>Referred to Com.<br>on RLS. | Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for high-occupancy vehicles. Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law also authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles, to use HOV lanes, regardless of vehicle occupancy, until January 1, 2019, or as otherwise specified. This bill would provide that it is the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">SB 1434</a><br><a href="#">Leyva D</a><br><br>Transportation electrification: electricity rate design. | 2/16/2018-S. RLS.<br>3/22/2018-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on RLS. | <p>Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. 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 are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers.This bill would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes. The bill would require that a rate design proposed by an electrical corporation seek to minimize overall costs and maximize overall benefits to transit agencies and would require the commission to approve, or modify and approve, rate design applications, if they are consistent with this requirement and are in the interests of ratepayers.This bill contains other existing laws.</p> |          |                       |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary   | Position | Recent Support/Oppose |
|---|---|---|----------|-----------------------|
| <a href="#">SB 1463 Moorlach R</a><br><br>California Global Warming Solutions Act of 2006: scoping plan: Greenhouse Gas Reduction Fund. | 2/16/2018-S. RLS.<br>3/22/2018-From committee with author's amendments.<br>Read second time and amended.<br>Re-referred to Com. on RLS. | <p>(1)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 require the state board to include greenhouse gas emissions from wildlands and forest fires in the scoping plan.(2)The act authorizes the state board to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project.This bill would continuously appropriate 25% of the annual proceeds of the fund to counties, with an equal percentage to each county. The bill would require counties, within 60 days of receiving an appropriation from the fund, to develop a specified plan to allocate the moneys, as specified. The bill would require counties to post the allocation plan on their Internet Web sites in real time and would require the California State Auditor’s Office to conduct an annual audit of each county. The bill would require the Department of Finance to redistribute any moneys that are unencumbered within 2 years of the appropriation in an equal percentage to those counties that have fully encumbered moneys within 2 years of receiving the appropriation. By adding to the duties of local governments, this bill would impose a state-mandated local program.(3)The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated</p> |          |                       |

**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location   | Summary  | Position | Recent Support/Oppose |
|--|--|--|----------|-----------------------|
| <a href="#">SB 1466</a><br><a href="#">Glazer D</a><br><br>Local sales taxes:<br>online sales:<br>place of delivery. | 2/16/2018-S. RLS.<br>3/22/2018-From<br>committee with<br>author's<br>amendments.<br>Read second time<br>and amended.<br>Re-referred to<br>Com. on RLS. | The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose a local sales and use tax in accordance with that law for tangible personal property sold at retail in the county or city, or purchased for storage, use, or other consumption in the county or city. Existing law requires the city tax rate to be credited against the county rate so that the combined rate does not exceed 1.25%. Existing law requires the county or city to contract with the California Department of Tax and Fee Administration for the administration of the taxes and requires the department to transmit that tax to the city or county. The Bradley-Burns Uniform Local Sales and Use Tax Law provides that for the purpose of a local sales tax adopted pursuant to that law, all retail sales are consummated at the place of business of the retailer unless otherwise specified. Existing law provides that these local sales taxes are allocated to the place where the sale is deemed to take place. This bill would instead provide that, in the case of a sale of tangible personal property by a qualified retailer, as defined, that is transacted online, the place at which the retail sale of that tangible personal property is consummated for the purpose of a local sales tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law is the point of the delivery of that tangible personal property to the purchaser's address or any other address designated by the purchaser. This bill would become operative only if Senate Constitutional Amendment ____ of the 2017-18 Regular Session is approved by the voters and, in that event, would become operative on January 1, 2020. This bill contains other existing laws. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic   | Location  | Summary  | Position | Recent Support/Oppose |
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| <a href="#">SB 1478</a><br><a href="#">Leyva D</a><br><br>California Global Warming Solutions Act of 2006.          | 2/16/2018-S. RLS.<br>3/8/2018-<br>Referred to Com.<br>on RLS. | 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. This bill would make a technical, nonsubstantive change to that provision.   |          |                       |
| <a href="#">SB 1479</a><br><a href="#">Stern D</a><br><br>Los Angeles County Metropolitan Transportation Authority. | 2/16/2018-S. RLS.<br>3/8/2018-<br>Referred to Com.<br>on RLS. | Existing law creates the Los Angeles County Metropolitan Transportation Authority with certain powers and duties relative to transportation planning and programming, and the operation of transit service. Existing law provides that the authority is the successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. Existing law provides that the authority, at a minimum, reserves to itself exclusively specified powers and responsibilities, including, among other things, approval of labor contracts covering employees of the authority and organizational units of the authority and the approval of transportation zones. This bill would make nonsubstantive changes to these provisions. |          |                       |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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| <a href="#">SB 1487</a><br><a href="#">Stern D</a><br><br>Electrical corporations: transportation electrification programs and investments. | 2/16/2018-S. RLS.<br>3/8/2018-<br>Referred to Com. on RLS. | Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission and State Air Resources Board, to direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. That law requires that the programs proposed by electrical corporations seek to minimize overall costs and maximize overall benefits. 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 are consistent with the above-described purposes, do not unfairly compete with nonutility enterprises, include performance accountability measures, and are in the interests of ratepayers. This bill would make a nonsubstantive revision to legislative findings and declarations that accompany these requirements of the Clean Energy and Pollution Reduction Act of 2015. |          |                       |

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State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

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|--|--|---|----------|--|
| <a href="#">SCA 6</a><br><a href="#">Wiener D</a><br><br>Local transportation measures: special taxes: voter approval. | 5/25/2017-<br>S. APPR.<br>SUSPENSE FILE<br>5/25/2017-May 25 hearing: Held in committee and under submission. | The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voters voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax. The measure would require an ordinance submitted to the voters under these provisions to include an expenditure plan specifying the transportation programs and projects to be funded by the revenues from the special tax and a requirement for an annual independent audit to ensure that the revenues are expended only for authorized purposes. The measure would also make conforming and technical, nonsubstantive changes. This bill contains other related provisions and other existing laws. |          | <b>Appropriations (text 5/1/2017)</b><br><b>Support</b><br><b>Oppose</b> |

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**Los Angeles County Metropolitan Transportation Authority (Metro)  
State and Federal Legislative Matrix  
APRIL 2018  
Metro Government Relations**

| Bill ID/Topic  | Location  | Summary   | Position | Recent Support/Oppose   |
|--|---|---|----------|---|
| <a href="#">SCA 12</a><br><a href="#">Mendoza D</a><br><br>Counties:<br>governing body:<br>county executive. | 9/14/2017-<br>A. DESK<br>9/14/2017-Read.<br>Adopted. (Ayes<br>27. Noes 7. Page<br>2898.) Ordered to<br>the Assembly. In<br>Assembly. Read<br>first time. Held at<br>Desk. | (1)The California Constitution requires that a county charter provide for a governing body of 5 or more members, elected by district, at large, or at large with a requirement that they reside in a district, and provide for the compensation, terms, and removal of members of the governing body. Existing law also requires a general law county to have a board of supervisors consisting of 5 members, and requires, except as provided, each member of the board of supervisors to be elected by the district which the member represents.This measure would, commencing January 1, 2022, in a county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 5,000,000, require, and deem any applicable law, including a county charter, to require, a governing body consisting of the greater of either 5 members or a sufficient number of members so as to ensure that each member represents a district containing a population equivalent to no more than 2 districts in the United States House of Representatives. The measure would require that the members of the governing body serve for a term of 4 years and limit election to the governing body to no more than 3 terms. The measure would also provide that, in such a county, the expenditures for the governing body and its staff may not exceed, for any subsequent fiscal year after the release of the census finding that the county has a population of more than 5,000,000, the amount that was allocated for the expenses of the governing body and its staff in the county’s adopted budget for the fiscal year in which that same census was conducted, unless adjusted as provided.This bill contains other related provisions and other existing laws. | Watch    | <b>Floor Analyses (text 6/27/2017)</b><br><br><b>Support</b><br><br><b>Oppose</b> |

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| <b>BILL/AUTHOR</b>   | <b>DESCRIPTION</b>   | <b>STATUS</b>  |
| <b>SENATE BILL 2320</b><br><br>Senator John Cornyn (R-TX)<br>And<br>Senator Mark Warner (D-VA) | <b>“BUILDING AMERICAN INFRASTRUCTURE AND LEVERAGING DEVELOPMENT ACT” or BUILD ACT</b><br>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 approved \$10.8 billion in Private Activity Bonds, currently leaving just under \$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. 2320 raises the statutory cap by \$5.8 billion on Private Activity Bonds available to USDOT for approval.                                       | <b>SENATE – REFERRED TO THE COMMITTEE ON FINANCE</b>       |
| <b>HOUSE RESOLUTION 1458</b><br><br>REPRESENTATIVE EARL BLUMENAUER (D-OR)                      | <b>“RAISE IT ACT”</b><br>The federal government’s Highway Trust Fund is facing solvency issues and is increasingly reliant on general fund transfers from the U.S. Treasury. According to the Congressional Budget Office, the “trust fund will have insufficient resources to meet all of its obligations, resulting in steadily accumulating shortfalls.” Furthermore, the Congressional Budget Office estimates that the Highway Trust Fund will incur negative balances by the end of Fiscal Year 2020. Approving a solution to ensure solvency of the Highway Trust Fund will be a critical task for Congress to address as the current surface transportation authorization bill expires September 30, 2020. | <b>HOUSE – REFERRED TO THE COMMITTEE ON WAYS AND MEANS</b> |

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| <p><b>H.R. 3001</b></p> <p><b>U.S. Representative Alan Lowenthal (D-Long Beach)</b></p> | <p><b>ECONOMY IN MOTION: THE NATIONAL MULTIMODAL AND SUSTAINABLE FREIGHT INFRASTRUCTURE ACT</b></p> <p>Would establish a Freight Transportation Infrastructure Trust Fund and create freight specific formula and competitive grant program for multimodal projects. In 2015, Congress passed the bipartisan Fixing America’s Surface Transportation (FAST) Act, which for the first time outlined a national freight policy and set up both formula and competitive programs to invest in these systems. The FAST Act funded both of these programs through 2021, but because the Highway Trust Fund is not able to provide the amount of funding necessary to keep up with the nation’s infrastructure needs, it is important to identify and support sustainable funding sources that will be dedicated to specific uses that will improve infrastructure.</p>   | <p>House - 06/23/2017 Referred to the Subcommittee on Water Resources and Environment.</p>  |
| <p><b>H.R. 3388</b></p> <p><b>U.S. Representative Robert e. Latta (R-Ohio)</b></p>      | <p><b>SELF DRIVE Act<br/>Designating Each Car's Automation Level Act or the DECAL Act</b></p> <p>This bill requires the Department of Transportation (DOT) to: complete research to determine the most cost effective method and terminology for informing consumers about the capabilities and limitations of each highly automated vehicle or each vehicle that performs partial driving automation; and determine whether such information includes terminology as defined by SAE International in Recommended Practice Report J3016 (published September 2016) or alternative terminology. After completion of such research, DOT shall initiate a rulemaking proceeding to require manufacturers to inform consumers about such information.</p> <p>The bill defines: (1) a "highly automated vehicle" as a motor vehicle, other than a commercial motor vehicle, that is equipped with an automated driving system; and (2) an "automated driving system" as the hardware and software of a vehicle that are collectively capable of performing the entire dynamic driving task on a sustained basis, regardless of whether such system is limited to a specific operational design domain.</p> | <p>Senate - 09/07/2017 Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation</p> |

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| <p><b>S. 1885</b></p> <p><b>U.S. Senator John Thune (R-South Dakota)</b></p> | <p><b>AV START Act</b><br/> <b>The American Vision for Safer Transportation Through Advancement of Revolutionary Technologies (AV START) Act</b><br/>         To support the development of highly automated vehicle safety technologies, and for other purposes. The legislation outlines provisions related to: safety oversight, federal state and local rules, using provisions from HR 3388, deployment, rulemaking, cyber security, data sharing and vehicle safety standards, consumer education and ADA considerations. Directs additional research and coordination with state and local governments on traffic safety and law enforcement. Creates requirements for manufacturers to ensure that all self-driving vehicles account for state and local traffic laws.</p>   | <p>Senate - 11/28/2017 Placed on Senate Legislative Calendar under General Orders. Calendar No. 268</p>   |
| <p><b>Continuing Resolution for FY 2018</b></p>                              | <p>The Continuing Resolution bill was an agreement to set funding levels for Fiscal Year 2018 and Fiscal Year 2019 - which will allow Appropriations Committee staff to complete their budget process by applying the new spending figures. The deal resulted in a large increase to non-defense spending over the next two federal fiscal years. The increase for Fiscal Year 2018 is \$63 billion and for Fiscal Year 2019 is \$68 billion. This provides roughly 10% more funding for federal transportation funding. Also included in the package is a "tax-extendors" deal that includes a retroactive alternative fuel tax benefit for properties and vehicles for 2017. The alternative fuels tax benefit expired in 2016 - which is why Congress had to retroactively approve it for last year. This item (worth approximately \$18 million to our agency) is a Board-approved federal priority and will remain a priority as Congress will again need to approve the tax benefit for the current year. Metro will continue working with the Los Angeles County Congressional delegation to strongly support funding for our agency's Board-approved federal priorities.</p> | <p><b>2/9/18</b><br/>         House and Senate approves Continuing Resolution to fund the Federal Government at Fiscal Year 2017 levels through March 23, 2018.</p> <p>The President then signed the bill shortly after Congress held the vote.</p> |

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